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WEEK DAYS											
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Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.25	7.10	8.00	9.15	10.30
Yau Ma Tei	6.50	9.25	10.39	12.09	1.24	4.44	5.34	7.19	8.09	9.24	10.39
Shatin	7.05	9.35	10.51	12.21	1.36	4.56	5.51	7.26	8.16	9.31	10.46
Tai Po	7.15	9.45	11.04	12.34	1.49	5.09	6.04	7.39	8.29	9.44	10.59
Tai Po Market	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.43	8.33	9.48	11.03
Fanning	7.32	10.03	11.13	12.43	2.03	5.23	6.18	7.53	8.43	9.58	11.13
Shung Shui	7.38	10.07	11.23	12.53	2.07	5.27	6.22	7.57	8.47	10.02	11.17
Shum Chun	7.43	10.13	11.29	12.59	2.13	5.33	6.28	8.03	8.53	10.08	11.23

SUNDAYS AND PUBLIC HOLIDAYS											
Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Kowloon	6.40	8.35	9.15	10.30	12.00	2.25	5.25	7.10	8.00	9.15	10.30
Yau Ma Tei	6.50	—	9.24	10.39	12.09	2.31	5.31	7.19	8.09	9.24	10.39
Shatin	7.05	—	9.36	10.51	12.21	2.43	5.43	7.26	8.16	9.31	10.46
Tai Po	7.15	—	9.49	11.04	12.34	2.56	5.56	7.39	8.29	9.44	10.59
Tai Po Market	7.21	—	9.53	11.08	12.38	3.00	6.00	7.43	8.33	9.48	11.03
Fanning	7.32	—	10.03	11.13	12.43	3.11	6.11	7.53	8.43	9.58	11.13
Shung Shui	7.38	9.12	10.07	11.23	12.53	3.15	6.15	7.57	8.47	10.02	11.17
Shum Chun	7.43	9.18	10.13	11.29	12.59	3.21	6.21	8.03	8.53	10.08	11.23

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OUR LONDON LETTER.

THE PASSING OF THE QUEEN MOTHER.

NATIONAL SORROW AT DEATH OF FAMOUS ROYAL LADY.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 29th.

QUEEN ALEXANDRA.

This week, as I write, the public mind is dominated by the thought that the Queen Mother has passed away, leaving the members of the Royal Family sadly bereaved. Countless thousands at home and abroad share this sorrow with a sense of personal loss. Queen Alexandra has stood in a very close relationship to the people of this country for the space of two generations—ever since that day in March, 1863, when she arrived from Denmark as a beautiful Princess of 19 to wed the Prince of Wales. I have read scores of articles in the last few days on the Queen Mother's life, and the point which is emphasised in all of them is that on the day she came to England as a young girl, a perfect vision of grace and beauty, she won the hearts of the nation, and she kept this love undiminished to the end of her long life. The Times has well expressed this thought in a striking way by saying Queen Alexandra was the most popular Royal personage this country has known since Queen Elizabeth.

There is no question about the devotion of the people to the Royal lady who has passed away. It was real and sincere. This was not due merely to the position she occupied, and the prudent and tactful way she carried out all her duties, but it was a popular tribute to Queen Alexandra's womanly qualities. She started with the advantage of good looks and charming manners, which immediately won her favour, but the kindly feelings of the people towards her grew and deepened when they discovered that there was a more lasting title to their regard in her character as wife and mother, her gentleness and goodness of heart, and the sympathy which she was always so quick to extend to the poor, the sad, and the suffering.

AT MARLBOROUGH HOUSE.

Now that Queen Alexandra has gone it seems as if for a moment the chapter in our history which closed with the death of King Edward was opened again. One recalls that for many years before the death of Queen Victoria the centre of the social world was Marlborough House. Who went in through those portals was in "society," and who was not asked was outside society. The social reign was absolute but it was never tyrannical. Perhaps one of its most notable features was the coming of the Americans. The future King Edward and his Consort recognised that a change from the Victorian régime in such things was inevitable and they wisely accepted it. They also opened the doors of Marlborough House to the great financial and trade magnates who had till then been kept at a distance. The standards and fashions of that period are now, however, strangely remote. They are, as I said, a chapter in social history, and with the death of the Queen Mother the personal connection with the period is ended and the book is closed.

THE CLOSING SCENES.

Although the Queen Mother had been in a weak state of health for some time, the news of her death was so sudden that it came upon the country with startling suddenness. But those about her had seen a change for over a year past. She was kind and gracious as ever, and took an interest in all around her at Sandringham, but there was a look of sadness in her face, a plaintive expression as of great weariness which seemed to suggest that she had finished with most of the things that matter and make life good. Up to the last, however, she carried herself with wonderful erectness.

The announcement that she was seriously ill was only made public on the day previous to her death. There had been no secrecy; until three days before the end Queen Alexandra had been out driving regularly in the country, and it only meant that the end when it did come was swift. So unexpected was the news that people living on the Sandringham estate and round about first heard the sad news on their wireless receiving sets when it was broadcast from London.

Queen Alexandra was tremendously capable of any service rendered her, and was more than generous in the way she showed her appreciation. She was lavish in her gifts. Similarly, she would never allow any of her servants to be discharged, even when economical "cuts" were made a few years ago in the Royal Household. As a result, despite her annual allowance of £70,000 from the State and her large private fortune, she had to be exercised and expenses saved where possible with everything double pre-war cost. Sandringham has been kept up in good style, as in King Edward's time, for Queen Alexandra disliked changes; it followed, therefore, that in her huge establishment some positions were more or less sinecures. When an old retainer died or retired, his place was not filled up, unless the post were an essential one.

Among the treasures of Belvoir Castle is a Confessions Book with a page filled in by Queen Alexandra thirty-five years ago. "My favourite queen," she wrote, "is Gagarin; king, Richard Coeur de Lion; hero, Marlborough; poet, Shakespeare; artist, Rubens; author, Charles Dickens; virtue, charity; colour, blue; flower, forget-me-not; name, Edward; occupation, playing the piano; amusement, riding; chief ambition, not to interfere with other people's business; chief dislike, slander; favourite motto, 'Honi soit qui mal y pense'."

GUILDHALL LUNCHEON POSTPONED.

It happened that the day on which Queen Alexandra passed away was that on which the City Fathers had arranged officially to "welcome home" the Prince of Wales on his return from his recent tour abroad. But the Guildhall luncheon prepared on a scale even more elaborate than is customary, had to be abandoned. The decision to do this was not taken until it was evident that the Queen was sinking. It was then nearly noon, the tables were laid, the food was all prepared, and the guests—800 had been bidden to the feast—were actually arriving. As they got out of the motor-cars they found the notice on the door.

Inside the banquetting chamber there was much inevitable confusion and debate as to what should be done with the vast quantity of rich food. The happy solution was found of distributing all the costly viands to the hospitals, and the flowers, by a thought which would have pleased Queen Alexandra, were also sent where they would give most pleasure. Meanwhile the Prince of Wales, who had remained in Town till the last moment, went off to Sandringham accompanied by the Duke of York. He was just too late to see his Royal grandmother before she breathed her last. He had not seen her previously since he set out on his travels early in the year.

COURT MOURNING.

King George, with characteristic thoughtfulness, is understood to have expressed the wish that the death of the Queen Mother should interfere as little as possible with the normal amenities of the lives of his subjects. Outwardly, so far as London is concerned, the King's wish has been observed. The Court has gone into full mourning, which means six months observance. In recent times custom has become lighter, and nowadays many things are done during a mourning period which were impossible in Queen Victoria's reign. King Edward, after the death of his mother, took part in military reviews and similar ceremonies, but did little else in public. The Court mourning will affect most sharply balls and festivities connected with the Royal Family.

The difference between Court mourning and State mourning is very considerable, and leaves to the individual outside the narrow limits of the Court itself full freedom in the matter of observance. In practical effect the mourning in the case of the public takes the form of black ties for men till after the funeral, and darker colours for women, but there will be no departure from the usual Christmas festivities outside the Royal circle. The mourning will not be the less sincere for this arrangement.

ANOTHER IMPERIAL CONFERENCE.

I understand that it has been practically decided to summon another Imperial Conference. No date can yet be fixed. But at the Colonial Office it is hoped that it will be possible to get all the delegates to London in the early Autumn of next year. The Government would have preferred the conference even earlier, but the fact that recently there have been general elections in Canada, Australia and New Zealand has tended to delay arrangements, because, of course, it is essential that the new Governments should be given time to settle down into the saddle before the conference is held.

There has not been an Imperial Conference for more than two years, and there is a feeling, one hears, that the time has more than come for another round table talk between the Mother Country and the daughter nations. If for no other reason, the Locarno Pact is a fact that will have to be taken into account in future relations between this country and the Dominions. The agenda for an Imperial Conference always requires a good deal of careful preparation beforehand, but I learn that the preliminary plans have been already formulated.

EMPIRE BUILDERS.

Rather late in the day London is to honour the memory of General Wolfe, the great soldier who won Canada for England. As the history books record, he died just after the battle on the Heights of Abraham, at which his generals drove the French from Quebec. He was then only thirty-two, and the date was 1759, but London, up to the present, has no permanent commemoration of his services, although his birthplace, Westerham, in Kent, possesses a very fine statue of him.

The London statue is to be set up on the south side of the Mall, just inside the Admiralty Arch, and very near to the monument to Captain Cook, the famous explorer. It is also not far from the splendid new offices of the Dominion of Canada.

Another memorial to a great Empire builder is in contemplation. This is to take the form of a tablet to the late Viscount Milner, to be erected in Westminster Abbey, subject to the approval of the Dean and Chapter. The bulk of the money subscribed is then to be devoted to the foundation of travelling scholarships having for their object the development of scientific research within the Empire upon issues which would have met with the approval of the late Lord Milner. It is anticipated that sufficient money will be forthcoming to found several of these scholarships almost immediately.—H.B.

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"GENERAL KNOWLEDGE."
"HOWLERS" BY AMERICAN STUDENTS.

Some 1,850 high school and university students, representative of all sections in America took part in a recent current history test, organised by the American Review of Reviews, says a Reuter New York message.

Recent school examination papers reveal some strange errors. These are some of them:

"Queen Elizabeth rode through Coventry with nothing on, and Raleigh offered her his cloak."

"Account of the Feudal system. William the Conqueror was thrown from his horse and wounded in the feudal system and died of it."

"The trade of Spain is small, owing to the insolence of the people."

"In Holland the people make use of water power to drive their wind-mills."

"In 1620 the Pilgrims crossed the ocean, which is known as the Pilgrim's Progress."

"Charles I. was going to marry the Infanta of Spain. He went to see her and Shakespeare says he never smiled again."

"Tennyson, the greatest prose writer that ever lived, wrote the Iliad and Paradise Lost."

"Dolphins are army rations of spirits."

IMPERIAL MERCHANT SERVICE GUILD.

DEATH OF THE VICE-CHAIRMAN.

The Imperial Merchant Service Guild announced with deep regret the death, after a short illness, of the Vice-Chairman of the Management Committee, Captain E. M. Donovan. The Officers of the Merchant Service as a whole, and especially the members of the Guild, suffer a severe loss by the death of Captain Donovan who had devoted himself to their interests for many years past. In April last year he was elected Vice-Chairman of the Management Committee after previously serving on many sub-committees in connection with the Guild's work—he had on a number of occasions since acted for the Chairman of the Committee, Captain W. Baker, during the latter's illness. Captain Donovan first went to sea in 1882 and subsequently held command, prior to going into steam, of some famous Liverpool sailing ships. He retired from active service at sea in 1910 and since then had been a member of the Management Committee of the Guild in the work of which Society he had taken a deep and lasting interest. He was the Guild representative on the local Committee of the Seamen's National Insurance Society, and on the Nautical College Committee. Captains and Officers of the Merchant Service all over the world by his death will mourn the loss of a doughty champion.

THE TRADE SITUATION IN CHINA.

REPORT OF THE BRITISH COMMERCIAL ATTACHE.

(Continued from Yesterday.)

CONTINUAL STRIKES.

The most disquieting feature of the labour situation in China is the tendency, growing for some years past, and increasingly manifest during the last twelve months, for control of the trades unions and guilds to pass into the hands of political agitators. The development of modern industrialism in China has been over-rapid and ill-regulated, and the conditions existing in some factories, more especially those in native hands, are undoubtedly open to criticism, while the difficulty of adjusting wages to meet the continuous increase in the cost of living also causes much hardship. The discontent resulting from these grievances supplies an excellent basis for the professional propagandist, foreign and native, to work on. An instance of this dangerous development is to be found in the strike which occurred in February of this year among the Chinese employed in the Japanese cotton mills at Shanghai, and which exceeded in scope and violence any local labour trouble in recent years. It arose out of the dismissal of a few men for incompetence, but was seized upon by the Chinese Communist Party as an excuse for a display of their power. Student agitators from the Shanghai University took a leading part in the direction of the movement, and largely owing to their exertions over 30,000 operatives in twelve mills came out on strike. The strike lasted about a fortnight, and although the operatives gained no substantial concessions, the fact that the leaders were able to hold up the work of the mills for so long was advertised by them as proof of the value of organisation, and they are now urging the formation of a general textile union to include all cotton mill workers. Another strike affecting some six thousand employees of the Nanyang Tobacco Company was also largely brought about by Communist agents, delegates from the Canton Labour Union coming up to Shanghai to reinforce the efforts of local propagandists. In Shanghai during the second half of 1924 and the first quarter of the present year there were in all fifty-six strikes affecting nearly 90,000 workers, and although the majority of these disputes arose out of some real or nominal economic grievance, they were in most cases embittered and protracted by agitators. The general strike at Shanghai and elsewhere was of a similar nature.

Strong efforts were made during the past year to procure the passage of local legislation governing the employment of child labour in factories within the International Settlement at Shanghai, and although the special conditions existing in this country add considerably to the difficulties of the question, it is safe to say that both the public generally and the majority of foreign non-Chinese mill owners were in full sympathy with the movement. Under the land regulations of this Settlement, however, any legislation of this nature requires the approval of the ratepayers, and for reasons into which it is unnecessary to enter at present it has been found in recent years almost impossible to secure the attendance at a special public meeting of the necessary quorum of those entitled to vote. In this case again two attempts to secure a quorum proved unsuccessful, but the question will doubtless be revived once more as soon as normal conditions have been restored in Shanghai.

DISORGANISED TRANSPORT.

It is impossible, writes Mr. Brett, within the limits of his Report to give an adequate description of the state of utter disorganisation into which the railway system of China has fallen since the outbreak of hostilities between the Provinces of Kiangsu and Chekiang in September last year. The main trunk lines were promptly seized and occupied by the opposing military forces; passenger and goods traffic was stopped altogether for weeks at a time; locomotives and rolling stock were carried away to other lines, where, when not actually used in moving troops and supplies, they stood empty in long lines on the railway sidings or served as barracks for officers and men. A report supplied towards the end of last year estimated that out of 1,000 passenger cars and 10,000 freight wagons operated by the four main lines in North China, viz., the Peking-Mukden, Tientsin-Pukow, Peking-Hankow and Peking-Suiyuan Railways, over 2,500 cars were missing. As the writer remarked: "Of course, railway carriages are not easily concealed, and they cannot be anywhere else but on the tracks, but the simple fact is that there is no way to locate them." The resulting shortage of rolling-stock, coupled with its deterioration owing to ill-usage, made it extremely difficult for the civil administration to maintain even partial services for goods and passengers during lulls in hostilities, with the consequence that large quantities of valuable and perishable commodities were left to rot in the stations, and pandemonium reigned whenever a passenger train set out on its journey. Among other rolling-stock commandeered were the famous blue trains which used to maintain the daily services between Peking and Shanghai on the Tientsin-Pukow Railway and which, it may be remarked, are still unpaid for, and although some of the coaches have now been returned and the service has been partially restored, the conditions of

travelling are so uncomfortable and uncertain that most foreigners now prefer, if possible, to make the journey to the north by sea.

The most serious factor of the railway situation is that although there has been no further outbreak of hostilities for several months past the military leaders refuse to relinquish altogether their grip on the main trunk lines, and seem determined to subordinate entirely the commercial needs of the country to their own ambitions. There has admittedly been some improvement recently in the services maintained on the principal systems, and the foreign engineering staffs have done wonders in restoring the damage sustained by the permanent way, locomotives and rolling-stock, but the equipment still remains far below the needs of the traffic and much of the property of the railways has not yet been recovered from the military. It may be mentioned also that even such limited space as is available for the transport of cargo can in many cases only be secured by paying exorbitant bribes to the local military or civil authorities controlling the railway area.

At the time of writing the position of the shipping trade in China, more especially as regards British interests, was extremely gloomy. Owing to the general strike, most of the vessels belonging to the two principal local British shipping companies had been lying idle for several weeks, and ocean-going steamers employing Chinese crews had been compelled to put out Shanghai as a port of call, cargo destined for this port being discharged at Singapore or carried on to Japan. British shipping is still predominant on the China coast, taking more than forty-two per cent. of the total trade, and any conditions tending to deprive it of that pre-eminence must have a disastrous effect not only on the local interests concerned, but on the whole fabric of British trade and influence in this country.

ROAD BUILDING.

One of the few encouraging developments noticeable in China within the last few years has been the very marked interest displayed by local authorities and by the public generally in road-building schemes, and in spite of the difficulties created by civil war and wide-spread disorder the movement continues to make steady progress. In an article published in a Shanghai journal some months ago, a list was given of roads already constructed in various parts of the country, the total mileage amounting to about seven thousand, and it was stated that this list was by no means comprehensive, there being at least a further six thousand miles of good roads now being built or under construction. In the list given in this article, practically every province in China is included, those in which most progress has been made being Kiangsu, Shantung, Shanai and Chihli, and more than half the roads are described as being suitable for motor traffic. Without accepting these figures as being absolutely accurate, there can be no question that a realisation of the necessity for improving the internal means of communication is growing in all parts of the country and that some thousands of miles of roads suitable for at least the lighter type of motor traffic have already been constructed. In some cases, these roads have been built by local authorities or charitable organisations as a means of finding employment for disbanded soldiers or famine refugees, but in many instances they are purely private enterprises, the company holding the concession having a monopoly of motor traffic and charging tolls on all vehicles using the highway. This development, which is still only in its infancy, is likely to have far-reaching effects in opening up internal markets, and one immediate result will naturally be an increased demand for motor vehicles, both for passenger and goods traffic. Mr. Brett would like at the same time to emphasise the point that any expectation of an immediate market in China for large quantities of motor buses and trucks, and especially for the heavier types of such vehicles, would be altogether premature. A very large proportion of the new roads constructed in country districts are of a primitive type, insufficiently ballasted, and suitable at the best of times only for the lighter forms of motor traffic, while after floods they may be altogether impassable for considerable periods. The Chinese companies running motor services are, as a rule, provided with little capital and their main object is to procure a vehicle, at the lowest possible price, which can be made to serve their purpose. As a consequence most of the "motor buses" running on such roads are far from corresponding with the usual English idea of such a vehicle but are ordinary touring-car chassis (frequently second-hand) fitted locally with very rough and ready bodies, capable of seating about a dozen passengers. The chief demand, both for passenger and goods transport, is, in fact, for the cheapest possible vehicle, of light weight, and capable of withstanding the hard usage of indifferent roads and inexperienced chauffeurs. The market for the more substantial and expensive type of car, whether for passenger or goods traffic, is still very limited, being practically confined to the few large ports where good roads have been constructed by the foreign municipalities.

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COTTON PIECE-GOODS.

The past year (1924) has been a difficult and unprofitable period for firms interested in Manchester goods, and it would be idle to expect any great improvement for some time to come. At the beginning of 1924 merchants were inclined to hope for better times, as it was known that stocks were insufficient for normal requirements, and with easier money conditions it was expected that a good volume of business would be put through. The usual annual settlement at China New Year passed off satisfactorily, the Chinese banks and dealers having made fair profits on the previous twelve months' trading, but, owing to the general lack of confidence in the political situation and the high prices ruling in Manchester, the market showed no sign of any great activity. For the first half of the year, however, trading was fairly good, and 1924 would probably have shown a satisfactory return to the merchant but for the outbreak of hostilities in August, which paralysed business for three months, and even necessitated the closing down of the auctions. The situation improved slightly in the late autumn, but dealers were unwilling to do more than buy for immediate requirements, and the market was congested with stocks accumulated during the months of civil war, when little or no cargo could be shipped away. The results of the year's trading were very unsatisfactory, both for the importers and the Chinese dealers, and as regards the latter it may be mentioned that nearly fifty such firms closed their doors during the last few weeks before China New Year, involving the importing houses in very heavy losses. In the early months of the present year deliveries of cotton goods were moderately satisfactory, but very few orders were placed, and the depression in the market has now culminated in the total cessation of business owing to the general strike declared at Shanghai, which at the moment of writing had already lasted nearly a month.

Apart from the present critical situation in China, which affects every department of trade, it must be recognised, says Mr. Brett, that the increasing competition of Japanese goods, and to a lesser extent of cloths of continental or local manufacture, has for some time been causing considerable anxiety to those firms whose interests are mainly centred in the importation of British cotton goods, still the mainstay of our trade with China. In this connection the statistics of imports of cotton piece-goods into China from Great Britain and Japan respectively during the three pre-war years, and the years 1921 to 1923 are illuminating, showing that, not merely have the positions of Great Britain and Japan been reversed as regards the percentage of the trade falling to each country, but that in spite of the great increase in the cost of cloths the actual value of imports from the United Kingdom in 1923 was less than in any of the three years 1911 to 1913, while that of Japan's imports have increased by more than four hundred per cent. over the figures for the first-named year. During 1924 Great Britain's percentage of the trade was 35.73 per cent., and Japan's 51.57 per cent.

SINGAPORE RUBBER MARKET.

Messrs. Carrell Bros. are in receipt of a cable from their Singapore friends notifying that the Jeram Kuantan Rubber Estate Limited, has declared another interim dividend of 12 per cent. making in all 24 per cent. to date. The following sales have been made to Hongkong:—

Kuala Sidims	44.40
Malaka Pindas	3.45
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The total output of the Kailan Mining Administration's mines for the week ended December 12th, 1925, amounted to 72,082 tons, and the sales to 57,431 tons.

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Hongkong Bank\$1,015 buy, 1,000 sa.
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Canton Insurance260 nom.
China Underwriters23 nom.
North China InsuranceTls. 140 nom.
Union Insurance	.....\$24 nom.
Yangtze Insurance	.....35 buy.
China Fire Insurance	.....\$160 nom.
Hongkong Fire Insurance	.....\$600 nom.
Donghsas	.....\$35 sel.
H.K. & S. Steamers	.....\$24 sel.
Hongkong Tug	.....\$4 sel.
Indo-China (Ref.)	.....\$38 nom.
Do. (Def.) London	.....\$35 sel.
Do. Hongkong	.....\$35 sel.
Shell Transport	.....96 buy.
Star Feries	.....\$39 nom.
Waterboats	.....\$1 buy.
Oriental Navigation	.....\$31 nom.
Bank of China	.....\$31 nom.
Malacca Sugar	.....\$48 nom.
Benguet	.....\$190 nom.
Kailan Mining Ad.	.....45 nom.
Langkats (combined)	.....Tls. 20 nom.
Do. (single)	.....Tls. 20 nom.
Shanghai Explorations	.....Tls. 5.40 nom.
Shanghai Loans	.....\$50 nom.
Bank of India	.....\$38 nom.
Troms Mines	.....\$5 nom.
Ural Caspians	.....\$8 nom.
H.K. & W. Dock	.....\$130 nom.
H.K. & W. Dock	.....\$55 buy.
Hongkong	.....Tls. 165 buy.
New Engineering	.....Tls. 7 buy.
Shanghai Docks	.....\$14 buy.
H.K. & S. Hotels (old)	.....\$9 nom.
Hongkong Lands	.....\$84 nom.
Hongkong Realty (cp.)	.....\$5 buy, 6 sa.
H.K. Territories (cp.)	.....\$150 nom.
Humphreys Estates	.....\$14 nom.
Prince's Buildings	.....\$150 nom.
Rural Lands	.....\$7 sel.
Ewo Cottons	.....Tls. 31 sel.
Oriental	.....Tls. 31 sel.
Shanghai Cottons (old)	.....Tls. 62 sel.
Do. (new)	.....Tls. 31 sel.
Amusements	.....\$104 buy.
Canton Ice	.....\$7 nom.
Cement (combined)	.....\$16 nom.
Do. (old)	.....\$12 nom.
Do. (new)	.....\$104 buy.
China Buses	.....\$194 sel.
China Lights (combined)	.....\$15.10 nom.
Do. (old)	.....\$10.65 nom.
Do. (new)	.....\$84 sel.
China Providents (comb.)	.....\$323 sel.
Do. (old)	.....\$84 sel.
Do. (new)	.....\$134 nom.
Do. (new)	.....\$84 nom.
Hongkong Tramways\$120 buy.
Lane Overseas\$10 nom.
Hongkong Electric\$324 nom.
Macao Electric\$40 nom.
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H.K. Ropes (combined)\$40 sel.
Do. (old)\$134 nom.
Do. (new)\$84 nom.
Sincere\$11 sel.
Taxis\$5 sel.
United Asbestos	.....\$20 nom.
Watsons (old)\$14 sel.
Do. (new)\$13 sel.
Wm. Poyals\$13 sel.
buy—buyers; sel—sellers; sa—sales; nom—nominal.	

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LOCAL SPORT.

CRICKET.

THE ARMY & THE NAVY

Another game in the triangular series was commenced yesterday on the Hongkong Cricket Club ground, when the Army opposed the Navy in a two days' match.

The Army batted first, and scored 118, the feature of the innings being the bowling of Lt. Col. Cantrell, who took six wickets for 38 runs, and Lt. Com. Beatty three for 23. Capt. Armstrong batting for the Army, had the misfortune to twist his knee and had to retire. He was able to return to the field later, and went in as last man, but he only one to his score before he carried out his bat.

The Navy replied with 170, including a fine 57 by Pay-Lt. Hussey, which included 17 fours and one six. When 26 he was missed by Smith.

The Army commenced their second innings, and when they had scored 152 for five wickets stumps were drawn. The match will be resumed at 10.30 a.m. to-day.

The scores were as follows:—

THE ARMY—1st Innings.			
Capt. Armstrong, not out	26		
C.O.M.S. Stripp, c and b Woodward	14		
Sergt. Blondin, b Beatty	10		
Capt. Bridgeland, l.b.w., b Cantrell	23		
Major Hattersley-Smith, c Cantrell, b Beatty	9		
Capt. Morris, b Cantrell	8		
Capt. Walters, c Halsey, b Cantrell	7		
Lt. Smith, c Lake, b Cantrell	5		
Lt. Col. Edmeades, b Cantrell	0		
Sapper. Goodyer, b Cantrell	3		
Gr. Clayton, b Beatty	0		
Extras	7		
Total	118		

Bowling Analysis.			
Lt. Col. Cantrell	13	4	38
Pay-Lt. Hussey	2	33	1
Lt. Com. Beatty	10.3	3	23
Lt. Sillitoe	4	0	14

THE NAVY—1st Innings.			
Lt. Com. Armitage, b Goodyer	57		
Pay-Lt. Hussey, b Morris	1		
Lt. Nicholson, run out	6		
Mid. Stephenson, b Smith	6		
Lt. Halsey, c Clayton, b Morris	23		
Lt. Sillitoe, not out	27		
Lt. Col. Woodward, b Clayton	1		
Lt. Col. Cantrell, c Blondin, b Morris	0		
Pay-Lt. Hussey, b Clayton	0		
Capt. Lake, run out	4		
Lt. Wauchope, b Clayton	0		
Lt. Com. Beatty, b Morris	9		
Extras	11		
Total	170		

Bowling Analysis.			
Goodyer	7	0	53
Smith	6	2	27
Capt. Morris	9.3	1	47
Clayton	9	3	32

THE ARMY—2nd Innings.

C.O.M.S. Stripp, b Cantrell	8
Sergt. Blondin, c and b Cantrell	28
Capt. Bridgeland, c Armitage, b Stephenson	55
Major Hattersley-Smith, b Beatty	1
Capt. Morris, b Cantrell	15
Capt. Walters, not out	7
Lt. Smith, not out	10
Extras	10
Total (for 5 wickets)	132

H.K.C.C. & ROYAL NAVY.

The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:—
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen, Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. E. B. Reed, G. R. Sayer, E. F. Stewart.

GOLF.

FANLING COMPETITIONS.

CHRISTMAS HOLIDAY EVENTS.

SPECIAL MEDAL round, 27th December:—
Hon. Mr. E. R. Hallifax, 80—18=71 wins.
Other scores:
E. J. R. Mitchell, 80—6=74
A. D. Humphreys, 87—13=73
N. J. Austin, 94—17=77
13 cards taken out.

MIXED MEDAL round, 28th December:—
Mr. and Mrs. Roffey, 93—17=78 win.
Other scores:
Mr. and Mrs. J. Hooper, 98—18=80.
Mr. and Mrs. Lewis, 101—17=84.
Mr. and Mrs. Stark, 93—8=85.
13 pairs entered.

BOGEY POOL, 25th-27th December:—
Hon. Mr. E. R. Hallifax, 3 up, first.
E. J. R. Mitchell, and S. Hewkin all square—tie for second.

Other scores:
A. W. Shovelton, 1 down.
W. Douglas, 1 down.
A. D. Humphreys, 1 down.
Eldon Potter, 2 down.
T. Whyte-Smith, 3 down.
60 cards were taken out.
Tombstone Competition was cancelled as only two entries were received.

HOCKEY.

The following will represent the Club to-morrow at 5 p.m. sharp at the U.S.R.C. against H.M.S. Hawkins:—E. W. Hamilton, C. D. R. Becher, A. P. T. Farquhar, E. F. Stewart, E. J. R. Mitchell (capt.), Rev. E. W. L. Martin, E. Owen Hughes, A. D. Ball, W. Woodward, Lt. E. J. Larkcom, R.E., and B. D. Evans.

INTERPORT RUGGER.

HONGKONG DEFEATED BY SHANGHAI.

(THROUGH ROUTE'S AGENCY.)

SHANGHAI, December 28th.

The Interport rugger match, Shanghai v. Hongkong, resulted in the victory of the former by 10 points to 3. The conditions were most unfavourable, high wind and pouring rain much handicapping both sides.

Hongkong pressed from the start and after ten minutes' play, Lammert scored a good unconverted try between the posts. A ding-dong struggle between the forwards ensued and after twenty minutes Goldman scored between the posts. Trenchard Davis converting. Again there was midfield play. Shanghai was superior in the scrums and Hongkong in the loose. Shanghai secured the ball out of every scrum. Hongkong were in Shanghai's territory most of the first half. Half-time score, 5-3.

In the second half Hongkong was on the defensive, Shanghai attacking and after fifteen minutes' play Goldman scored between the posts and himself converted. Towards the end Hongkong forwards were playing excellently and tackling hard at the finish. Shanghai pressing, Lammert relieved by a good run.

Lammert and Armstrong were good all round. The forwards were all good.

FANLING HOUNDS.

On New Year's Day a paper chase will be held. The meet will be at Mr. Potts' Bungalow at 3 p.m. and the paper chase will start at 3.30.

On Sunday, 3rd January, by kind invitation of Mr. and Mrs. Bernard, the Hounds will meet at their Fanling residence "Annandale" at 10.30.

BOXING.

"A Bewildered Spectator" writes:—Seeing that we have been disappointed in a Morris-Carlidge fight or wrestle, may I suggest that the H.K.B.A. oblige the public by staging a fight at the next tournament between Carlidge and Ewin? The latter has shown himself to be a clean upright boxer, and Carlidge has shown that he can fight, box or wrestle as occasion demands. Ewin is, I believe, shortly leaving for England. This fight would give the boxing public a chance of seeing him against a worthy opponent."

ALICE MEMORIAL AND AFFILIATED HOSPITALS.

The Committee of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the receipt of the following donations towards the funds for the current working expenses:—

Mr. Chan Pek Chuen	\$150
Lo Cho Son	100
Tsoi Kung Po	100
Chau Tung Sang	100
Pun Chi Yuen	100
Mok Man Chi	100
Fung Pak Um	100
Chan Shu Ming	100
Wong Yu Tung	100
Wong Yu Tung	100
Cheong Sun Wo	100
Wong Ping Shan	100
Ma Chi Lung	100
Total	\$1,350

ST. JOHN AMBULANCE BRIGADE.

ANNUAL COMPETITION.

The Annual Competition in general Ambulance work took place on Sunday, fourteen "Sections," from the Saiyung-pun, Chinese Y.M.C.A., Kowloon-Canton Railway, and Indian Divisions, competing. The Judges were Dr. V. V. M. Koch (District Surgeon of the Brigade), Sir Eric Stuart Taylor, and Major Stevenson, R.A.M.C.

The men were given a strenuous test, and in making their award the Judges took into consideration:—

1. Dress and equipment of men.
 2. Stretcher drill.
 3. Neatness, accuracy and finish of work.
 4. Time taken in completing a case.
 5. Improvisation (where possible).
- Marks were allotted as below:—
Y.M.C.A. Division, 225 marks.
Indian, 314
Railway, 310
Saiyungpun, 305
- The Shield is awarded, accordingly, to the Y.M.C.A. Division. Mention should be made of the work of the Railway Division which, while not adopting the ordinary routine drill, has developed a scheme specially adapted to the work the men are often called on to perform in connection with the Railway.

WEATHER REPORT.

Last night's weather report, forecast, and remarks by the Royal Observatory says:—
The anticyclone over China has increased in intensity and the monsoon will freshen along the coast and over the Northern China sea.
Local forecast: N.E. winds moderate to fresh to fine to cloudy with drizzle or mist.

CRIMINAL SESSIONS.

(BEFORE THE CHIEF JUSTICE, SIR HENRY GOLLAH.)

THE MURDER TRIAL.

The trial of Shin Chuen, a villager of Ping Shek, who is arraigned on a charge of having murdered an Indian constable at Ngau Shi Wan on July 8th, was continued at the Criminal Sessions yesterday.

Mr. T. S. Whyte-Smith (Assistant Crown Solicitor) prosecuted. And Mr. Elsieley Zeilyu defended.

Mr. Zeilyu continued his cross-examination of the Chinese woman who testified the accused from Chinese territory into British territory, and thereby effected his arrest. She agreed that when she went with accused's wife and son into Chinese territory that they were stopped by four soldiers and she told them that she had permits. The soldiers accompanied them and she told her companions that they were with them to see the woman who was walking behind accused when he walked into Luwu, witness said that she did not.

Mr. Zeilyu: Did you state at the Magistrate that this woman was a friend of yours?—Yes.

Mr. Zeilyu: Then which of your stories is true?

WITNESSED INTO ILLNESS BY COUNSEL'S LOUD VOICE.

Witness: I have been ill for several days, and I am confused. I have been frightened by your loud voice; that is why I have been ill.

Mr. Zeilyu: I hope I don't upset any one else.

Further questioned, witness denied that the accused when arrested was badly beaten; neither was his coat torn, nor did she see him being kicked.

Kwong Wing, a Chinese detective stationed at Lok Ma Chau, said that on October 2nd he went to Luwu with a Shantung constable, after receiving information from the last witness that she was enticing the accused over the border. He and his companion concealed themselves and accused and another woman came over the bridge to Luwu. The accused was met near the bridge by the last witness, and at a sign from her he and his friend went up and arrested him. When he was seized, accused shouted "Help, help," and struggled to get away. The other constable then struck him on the arm with his baton.

Cross-examined by Mr. Zeilyu, witness said that he saw the accused accompanied by a woman. She came over the bridge and spoke to the last witness and then went away. Accused came over later. He saw a number of pickets on Chinese territory, but once he had seen accused he had not troubled to look to see if anything further was happening on the other side of the bridge.

Further questioned, he agreed that accused's jacket was torn, but that was due to his struggle. He was not beaten on the back and chest, and he only saw him being struck on the arm twice by the other constable.

Tsung Yung Fung, the other constable, gave corroborative evidence, and stated that as accused struggled so vigorously, he struck him with his truncheon twice.

Replying to Mr. Zeilyu, witness said that the two women came over with accused from Chinese territory. When they crossed the bridge and had traversed about ten yards in British territory, accused sat down. He agreed that when accused struggled to get away, he struck him severely with his truncheon. He denied that he struck him on the back and the chest.

WOUNDED MAN'S STATEMENT.

At the afternoon hearing, the Hon. Mr. J. H. Kemp, K.C., the Attorney-General, conducted the case for the Crown.

Inspector T. Murphy gave evidence of the identification parade at which prisoner was identified by a Chinese constable and an Indian Sergeant.

Replying to Mr. Zeilyu, witness said that since the arrest of prisoner he had been in charge of the case. A statement was made by the wounded man whilst in hospital. It was taken down in writing. It described how he had gone with two others to Ngau Shi Wan on July 8th and the eventual arrest of a man who was cutting trees. Seeing some women on the hillside similarly occupied he told his companions to go after them, whilst he took the prisoner back to Kowloon City.

"After I and the arrested man had been walking for ten minutes," the statement continued, "another Chinese came down the hillside. Prisoner was then carrying a tree on his shoulder, and he said that it belonged to the man who was coming towards us. The man came up and pushed the prisoner against me, so that I fell. Both men then ran away, and I gave chase and re-arrested my prisoner. Again the other man came to his assistance, and closed with me. I drew my revolver, and fired twice but missed, because the man was holding my wrist. The man whom I had caught first then took my revolver and shot at me twice. Both men then ran away. One of them was aged about 45, medium height and build, short hair, and had the appearance of a vegetable gardener. The other was about 25, average build, and had the appearance of a farmer."

Mr. Zeilyu: The wounded man said nothing about the mark on the man's forehead. Where did you get that from? I received the information by telephone from Kowloon City. The two descriptions, that of the deceased and the other from Kowloon City were "boiled down" as it were, before the description of the wanted man was put on the reward circular.

(Continued on next column.)

ATTEMPT TO STEAL A SAFE. CHINESE WHO STOPPED A THIEF COMPLIMENTED.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon, Tsang Sze, a boatman, was charged with attempting to steal a safe from the Kwok Li Shipyard at Cheung Sha Wan, on November 17th.

Chan Fook, shipbuilder, of the Kwok Li Shipyard, said that he was on the premises about 7.30 p.m. on November 17th and saw three men enter the kitchen from the street. He asked them what they were looking for, but received no reply. The men went into his master's room at the rear of the premises defendant being one of them, and a little later witness saw two of them come out, one being defendant, carrying a safe, and the third man a satchel. Witness went to the cock-loft and raised the alarm by blowing a police whistle. He did not enter the street, because he was afraid there would be someone outside. When the alarm was raised the three men bolted. A kitchen with her son, and there was in the kitchen a safe in the cock-loft. When the three men entered the house, two of them, including the defendant, were armed.

An apprentice at the Shipyard, said he was in the cock-loft when he first saw the men. When they bolted he ran after the defendant. He saw another man stop him, but the other two got away.

Fan Shik Yu, grocery store-keeper, said he intercepted the defendant as he was running away, and with the help of another man held him until the police were called.

His Worship complimented this witness on the pluck he had shown.

Defendant said he left his boat, a small junk, to come ashore to find a place to live in.

His Worship sentenced the defendant to six months' imprisonment.

AN EXPENSIVE PASSPORT.

PERUVIAN AGAIN BEFORE MAGISTRATE.

At the Central Magistracy yesterday, before Major C. Willson, Augusto Gonzales, a Peruvian, who is alleged to have duped a Chinese about twelve months ago by selling him a false passport, again appeared on the charge of obtaining \$710 by false pretences.

It will be remembered that a statement made at the Magistracy last week was to the effect that about a year ago Gonzales sold the Chinese a passport which purported to enable him to enter America. The Chinese states that he paid Gonzales \$710 down as part payment for it, having agreed to pay a further sum when he had actually entered the States, making the total payment for the passport over \$8,000. On reaching America, however, the Chinese was subjected to an examination by the immigration authorities, who seeing that the passport was made out for a Filipino, asked the holder of it whether he was a Filipino. The duped one replied that he was a Chinese, whereupon he was taken into custody and underwent a sentence of six months' hard labour for attempting to enter by means of a false passport.

Yesterday Detective Sub-Inspector Doring, who has charge of the case, applied for a further remand until Thursday morning, stating that on that day he would ask His Worship to fix a date for hearing the case. He intimated that there was a possibility of further charges being preferred against defendant.

His Worship accordingly remanded the defendant to the time asked for.

In reply to further questions, witness said that he was not concerned with the taking of prisoner's boy from home. He had not even heard that he had been detained until the case came to Court.

Mr. Zeilyu: Did you know that the prisoner had a piece of land at the back of his house in which he cut his fuel?—I did not.

Mr. Zeilyu: Can you suggest any use he might have for tree trunks cut in the forest?

His Lordship disallowed the question. Further interrogated, witness said that when prisoner was brought to him he complained of having been beaten, and showed him some wounds on his arm. He had also complained that he had been beaten on the back and chest.

THE OTHER MAN.

Mr. Zeilyu: Did you do anything to apprehend the other man of whom defendant spoke?—Nothing was done.

Mr. Zeilyu read an extract from the reward circular, dealing with story of the fight on the hillside, as derived from the statement made by the deceased constable, and again asked why nothing was done to try and arrest the second man.

Inspector Murphy: The description of the second man was too vague.

Mr. Zeilyu: Please show in what way one description was more vague than another?—His name was there.

Mr. Zeilyu: You just said that the statement made by the deceased was more vague in respect of one than the other. Both were equally vague. As a result of further information I was able to set out a more satisfactory description of accused.

At this stage the hearing was adjourned until to-day.

THE ATHERLEY CASE.

ADJOURNED UNTIL MONDAY.

The Indian murder trial is expected to go on until Wednesday, and it was adjourned in Court yesterday, that the Athley case would open on Monday.

FINEST RIVER STEAMER IN CHINA.

"TAISHAN'S" SUCCESSFUL TRIAL TRIP.

TAIKOO DOCKYARD'S RECORD ACHIEVEMENT.

The *Taishan*, the first vessel built by the Taikoo Dockyard and Engineering Co., Ltd., to the order of the Hongkong, Canton and Macao Steamboat Company, Ltd., was put through her trial trip yesterday. She was constructed to maintain a speed of fifteen knots. Her achievements showed that she could do this without the least difficulty or trouble. She went over the measured three miles course six times and on each occasion, without any noticeable vibration, she covered the distance at a speed of 16 knots, one above the contract figure, the official mean speed for the whole of the trial working out actually at 16.084 knots. This was done with cast iron propellers. When bronze propellers have been fitted even better results may be expected.

Naturally everyone was delighted—owners, builders and visitors. The visitors were pleased because most of them were business men of Hongkong and they regarded the ship as a credit to the Colony. Mr. J. Reid, the Manager of the Taikoo Dockyard, with pardonable pride, described the vessel as unique. He said he had searched all available records and there was not another ship in the world of the same dimensions which could maintain the speed of the *Taishan*. The Hon. Mr. P. H. Holyoak, the Chairman of the Steamboat Company, after congratulating the builders, declared that his company would very gladly pay the bonus on the contract price which had been so thoroughly well earned. The cost of the *Taishan* is between eight and nine lacs and there was a bonus for each quarter of a knot speed obtained over 15½ knots.

INTERNAL DECORATIONS.

Speed, however, is not the only or, indeed, the primary advantage possessed by the *Taishan*. The fact that it will travel 16 knots may not appeal particularly to the average passenger. Yet it is certainly destined to become the most popular ship, for local traffic, in South China. This popularity will be earned, not by its speed, but by the general excellence of its arrangements, the comfort of the cabins, the taste and luxury with which it has been furnished throughout. Whether Taikoo wished to create a particularly favourable impression with this first ship built for the Steamboat Co., in anticipation of further favours to come, or whether the *Taishan* represents simply their general standard of workmanship, the fact remains that they have been meticulously careful over every detail with the result that the vessel is, one which, on its smaller scale, will compare favourably with any Pacific or Atlantic liner. There are no disfiguring pillars in the saloon, but a clear space which, with the small tables removed, would make a fine ball-room—certainly an innovation on a river steamer. There is a parquet floor and the furniture is mahogany. Generally, however, specially imported teak has been used for the woodwork and the upholstery in the smoking room is in Danish leather. Messrs. Lane Crawford, Ltd., were responsible for the upholstery but all the woodwork and other internal decorations were done at the Taikoo Dockyard. Mr. R. W. Stoddart, of the Works Department of Messrs. Butterfield & Swire, not only designed the decorative scheme, but supervised putting it into effect and himself actually painted the picture which adorns the smoking room. He was the recipient of many congratulations upon his work yesterday. All the cabins are fitted with bedsteads, instead of bunks, and the corridors are covered with rubberoid.

"PIRACY PROOF"

A description of the vessel from the engineer's point of view has already been published. It is sufficient to state here, therefore, that the officers quarters have been so constructed as to cut them off entirely, when necessary, from other parts of the ship. The boat is practically "piracy proof." The steering gear is controlled by the telemotor system—the *Taishan* is the first boat it is believed to use this system in South China—and the Captain is able, by means of a specially constructed telegraph, to bring his ship right alongside the wharf without leaving his own quarters. In addition there is a wireless installation. In every way and in every particular the *Taishan* meets all modern requirements. The ship's bell it is interesting to note is perhaps the oldest servant in the Company. It was

first used on a former *Kiashan*. Then it served forty-three years on the *Honam* and was taken from the *Honam* for the *Taishan*. There is accommodation for about fifty first class cabin passengers. There are four cabins-de-luxe, two with two beds and two with one bed—each cabin having a private bathroom; 21 single berth cabins, eight two berth and two three berth cabins.

The vessel was built under the supervision of Mr. F. W. James, the Superintendent Engineer of the C.N.C. and the Steamboat Company and Capt. Innes, the Marine Superintendent of the two Companies. Mr. James represented the owners at the trial yesterday and Mr. J. Reid, of Taikoo, referred to him as 'the man who had seen to it that the Steamboat Company had their pound of flesh.' Mr. James although admitting that, as representing the owners, he had demanded 'the pound of flesh,' also frankly admitted that Taikoo 'had made a good job of it'—an opinion which was highly endorsed by all who had seen the ship.

THE LUNCHEON.

As is usual, the trial trip was made the occasion of a small social gathering and the Taikoo Dockyard and Engineering Co. invited a number of guests to the *Taishan* and entertained them to luncheon and a short cruise round the harbour after the speed trials had been completed.

Among the hosts were Mr. C. C. Knight and Mr. A. D. Galloway of Messrs. Butterfield & Swire and Mr. J. Reid, the Manager of the Taikoo Dockyard and Engineering Company. Others present included the Hon. Mr. P. H. Holyoak, Chairman of the Steamboat Company, Chev. J. M. Alves, Capt. W. E. Clarke, and Mr. E. S. Smith of Deacon & Co., Canton (Directors), Mr. J. Arnold, Secretary of the Company, Sir Henry Pollock, Mr. Hanbury-Williams, Capt. S. Robinson, C.B.E., R.N.R. (Empress of Canada), Mr. Syder, Purser of the *Empress of Canada*, Prof. C. A. Middleton Smith, Dr. W. V. M. Koch, Mr. D. H. Cameron (Standard Oil Co.), Mr. R. W. Stoddart, Mr. F. W. James, Capt. Innes, Mr. A. Stevenson, Mr. E. Cook (Hongkong and Whampoa Dock Co., Ltd.), Mr. G. M. Shaw, Mr. S. Baker, Mr. F. J. Shervell (Shipyard Manager, Taikoo Dockyard), Mr. E. Burgess (Supt. Engineer C.P.R.), Mr. E. L. Matteson (Robert Dollar Co.), Mr. J. S. Gillingham, O.B.E., R.C.N.C. (H.M. Dockyard), Mr. W. S. Bailey (W. S. Bailey & Co., Ltd.), Mr. R. M. Johnson (U.S. Shipping Board), Mr. W. A. B. Douglas (Yueit & Co.), Mr. R. Logan, Mr. C. C. Nelson, Mr. R. H. Cousins, Mr. J. B. Chapman, Mr. A. Davidson, Capt. R. D. Thomas, Mr. H. Burgess (Thomas Cook & Son, Ltd.), Mr. D. Abbey and Mr. W. F. Simmons.

SENTIMENT IN BUSINESS.

Mr. A. D. Galloway presided at the luncheon and, in the absence of Mr. G. M. Young, thanked the visitors on behalf of Messrs. Butterfield & Swire for their attendance at the *Taishan's* trial trip. He then proposed the time-honoured toast of "The Owners" and in a short, but felicitous speech spoke of the close co-operation that there had been over a period of some 46 years between the Steamboat Company and "Taikoo." It was this record of co-operation, he said, which added to Taikoo's feeling of satisfaction when they were entrusted with the order to build this latest addition to the Steamboat Company's fleet. "The bonds which had grown up between them during the years were re-inforced" by such tangible evidence of the Steamboat Company's confidence. (Applause.)

Some of you, he continued, may think that I over estimate the value of sentiment and that when it comes down to business it is the man who deals in hard facts and delivers the goods who secures the orders. I agree that the goods must be delivered but, at the same time, I believe in the power of those unseen strands which are woven over long periods of 'honourable dealing.' Moreover, in this our latest bargain I venture to think we have delivered the goods—(applause)—although that is a subject which I think I can very well leave to Mr. Reid whose brain conceived and whose hands directed the fashioning of all that has gone to the making of the *Taishan*.

In conclusion, Mr. Galloway referred to the good fortune of the Steamboat Company in always securing men of acumen and ability on their directorate and spoke of their policy in continually striving after the best—a policy upon which he congratulated them, especially in these days when British shipowners required the best in order to maintain their position in China.

A CHANGE IN POLICY.

The Hon. Mr. Holyoak, in replying, also spoke of the close association between Taikoo and the Hongkong, Canton and Macao Steamboat Company. That association, he said, went back as far as 1879 and during the whole of that time, certainly during the years he had been connected with the Steamboat Company's affairs, nothing had occurred to interrupt the harmonious working and friendly co-operation between them.

In asking you to build this ship, Mr. Holyoak continued, the Directors of the Steamboat Company were perfectly well aware that they were departing from time honoured custom and there was not a little heart burning over the change. I need not go into that. But there was a desire to see what could be done under changed conditions and I venture to think the result to-day has justified our policy. Speaking not as an expert but as Chairman of the Steamboat Company I have no hesitation in saying that the *Taishan* has set a new standard for ship-building in the Far East which will challenge the rest of the world. (Applause.) No gathering, I venture to assert, has ever sat down to a meal on a trial trip in a finer saloon than the one we are occupying to-day. It is a complete and absolute change from anything known upon the river or in local waters. It is worthy of a boat that would cross the Pacific and would stand comparison with the saloons in many of the boats in which you and I have dined when crossing either the Pacific or the Atlantic. (Applause.) I am not only referring to the complete change which has been brought about by the absence of the pillars, a change which makes the whole atmosphere of the saloon cooler and better, but to the many evidences of the wonderful attention to detail. The work in the *Taishan* will stand comparison with, and surpass, the work in any ship I have inspected in this part of the world. (Applause.) If anyone direct from Home came on board he would be amazed at the fine ship turned out by a Hongkong dockyard. Therefore, on behalf of the owners, I desire to thank you not only for the keen interest you have taken in building the ship but for the magnificent vessel you have delivered. You have given us a knot more speed than that contracted for and we shall have the greatest pleasure in paying the bonus you have so well deserved. (Applause.) This ship marks, with the abandonment of the old *Honam* two days ago, a complete turnover of our entire sailing fleet within the last 23 years. (Applause.) I have so much faith in the future of British trade here that I do not hesitate to say that before many months have passed this ship will be travelling up to Canton and back filled to capacity not only with cargo but with passengers (applause); because all the things for which British trade has stood are eternal in trade and cannot be moved. In solving the problems which face her I believe China will come to realise that British—or perhaps I may say Anglo-Saxon—friendship is the thing which can make her the great Empire it is her destiny to become. (Loud applause.)

Mr. J. Reid proposed the toast of "The Visitors" and, in doing so, took the opportunity to pay a high tribute to the staff which had helped to build a ship which he believed was second to none in the world. Sir Henry Pollock briefly replied, confessing that that was the first trial trip of a ship which he had attended during his 37 years' residence in the Colony. In view of the extremely pleasant experience, he added, I think I shall go on others from this time forward. Mr. Reid then added an unofficial toast to the list by proposing a vote of thanks to all those who had helped in their various ways towards building the *Taishan*, coupling the name of Mr. F. W. James with this toast as the man who had secured the pound of flesh for the Steamboat Company. Mr. James, in reply, paid a special tribute to the work of Mr. R. W. Stoddart.

The afternoon was spent in a cruise around the harbour. On the return journey tea was served and the visitors left the ship about 5 p.m. On Saturday, January 2nd, the *Taishan* will make a trip to Macao, where an official reception, which H.E. The Governor of Macao will attend, will be held on board.

EXPECTATIONS AT CANTON.

"PREPARING FOR THE RESUMPTION OF TRADE."

[FROM OUR CHINESE CORRESPONDENT.]

One of the "glad tidings" in the Canton Press during the Christmas holidays was that the boycott would be ended within two weeks and that the foreign firms in Shamen, since December 23rd, have been busy preparing for the resumption of normal trade to be expected after the difficulty is removed.

The 300 Hongkong Chinese excursionists who arrived at Canton on December 28th, on board the specially chartered s.s. *Paul Beau*, were guests at a reception by the General Chamber of Commerce on the 27th, and visited the cemetery of the 72 heroes at Yellow Flower Hill on the 28th.

The party is considering an invitation by the Canton Government to watch the military review and display by the Army on New Year's Day. At least a number of excursionists will remain in Canton until after the New Year, it is said, whether the invitation is officially accepted or not.

[We understand that with a view to terminating the boycott, pourparlers have taken place with the result of bringing discussion of the terms of settlement within manageable bounds, and a delegation of Hongkong Chinese merchants will shortly join with the Canton Chinese merchants in negotiations with the Strike Committee.—Ed.]

A SMART CAPTURE.

WOULD-BE BURGLARS AWAKENED.

A smart capture was effected by two Chinese detectives early on Christmas morning, when two would-be burglars were arrested in the private alley way between the Bank of East Asia and the premises of Wm. Powell, Ltd. At the entrance one of the men was feigning sleep in a ricksha, and at the blind end another was found. He, too, was apparently sleeping. By his side was a basket which when examined was found to contain a pair of pliers, an electric torch, and some twine. A knife was also found in his possession.

Charged at the Central Magistracy yesterday, the second man was sentenced to two months' imprisonment for loitering with intent to commit a felony, and four months' imprisonment for being in possession of house-breaking implements. The police stated that the first man arrested was undoubtedly on guard whilst the other man made the attempt to effect an entry. He was sentenced to two months' hard labour.

ALLEGED PIRATE CHARGED.

SEQUEL TO HOLD-UP OF "PO ON."

At the Kowloon Magistracy before Mr. E. W. Hamilton yesterday, an alleged pirate was charged with being concerned in an armed robbery, with holding persons for ransom, and also with being in possession of arms.

Sub-Inspector K. W. Andrews, in outlining the case for the Police, said that on July 6th the launch *Po On* left Hongkong, carrying 50 passengers, for Wan Ha, on the North or Chinese side of Deep Bay. On arrival at Lik Shu the launch was stopped owing to shallow water, and here a sampan came alongside. Several men boarded the launch from the sampan, and the *Po On* continued her journey. At Wan Ha several more men boarded the launch, and took it to Sha Sheng, where they searched and robbed the passengers, who comprised 15 men and 13 women. These were taken into Chinese territory, and the launch was sent back to Hongkong.

The men were chained in pairs, and one had his ear cut off. Most of the men were released, one escaped and others were ransomed.

On December 18th a greaser of the s.s. *Sai On*, who was one of the kidnapped men and had been released, recognised the defendant who was on the ship, as one of the pirates, and had him arrested. Defendant was identified by four of the kidnapped men who had since been released.

Evidence bearing out these statements was given, and His Worship adjourned the case.

BURGLARY AT FANLING.

GOLFERS ROBBED OF VALUABLES.

Articles to the value of \$75 were stolen from the Fanling Golf Club house on Saturday. Amongst the property stolen were two watches, one gold chain, a pocket book containing \$50 and a safety razor, which belonged to individual golfers who were spending the week-end at the house.

It is thought that the articles were stolen during the night. So far the thief, or thieves, have not been traced.

TO CLEAR

ALL

REMAINING TOYS,
DOLLS AND GAMES

25%

OFF MARKED PRICES.

A GOOD OPPORTUNITY
TO BUY QUALITY TOYS
FOR THEIR BIRTHDAYS.

LANE, CRAWFORD, LTD.

The long years of usefulness
and Satisfying service
are assured to each
owner ofCONKLIN'S
Pens,
Pencils
and Utility Sets.

SOLE AGENTS—

THE WING ON CO., LTD.

HONGKONG.

NEW YEAR GIFTS

FOR THE KIDDIES

LITTLE OTS'
NURSERY TUNES

9 DIFFERENT BOOKS

3 D/SIDED RECORDS IN EACH BOOK.

AT

ANDERSON'S.

W.M. POWELL, LTD.

TOYS & CRACKERS

OFFERED AT

25% DISCOUNT.

NEW ADVERTISEMENTS

BANK HOLIDAYS.

UNDER Ordinance No. 5 of 1913, The EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on FRIDAY and SATURDAY, the 1st and 2nd JANUARY, 1926. Hongkong, 28th December, 1925. [3011]

NOTICE.

THE HONGKONG & CHINA GAS CO. LTD., beg to Notify their Customers that as from January, 1926, Gas Accounts will be subject to the following Scale of DISCOUNTS providing they are Paid Within the Month in which they are presented:—
MONTHLY CONSUMPTION
10,000—25,000 c. ft. ... 2 1/2 per cent.
25,000—50,000 c. ft. ... 5 per cent.
50,000—100,000 c. ft. ... 7 1/2 per cent.
100,000—250,000 c. ft. ... 10 per cent.
250,000—ft. & upwards 12 1/2 per cent.
By Order of the Directors,
L. J. BLACKBURN,
Engineer & Manager.

3012]

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENSHIEL"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the "GLENSHIEL" and/or extra hazardous Goods of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 2nd January, 1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas on 31st Dec., 1925, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must also be submitted within 30 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 26th December, 1925. [3009]

THE BEN LINE STEAMERS, LTD.

FROM LEITH, MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

The Steamship "BENALDER."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 2nd January, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 16th January, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd January, 1926, at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 28th December, 1925. [3013]

S.S. "CAPITAINE FAURE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, LONDON &c. also Cargo from COCHIN, A.O.C. or S.O. "COMMANDANT DORVILLE" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained immediately after landing on or before 10 a.m. on the 2nd January, 1926, requesting it to be landed here.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4.00 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Tuesday, the 29th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to us on or before Friday, the 1st January, 1926, or they will not be recognized.

All damaged Packages will be examined on Tuesday, the 29th instant, at 10.00 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. BODENFUESS, Agent.

Hongkong, 23rd December, 1925. [3004]

HAMBURG-AMERIKA LINIE.

THE Steamship "PREUSSEN"

having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th January, 1926, will be subject to Rent.

All Claims must reach us by 5th January, 1926, or they will not be recognized.

All damaged Packages will be examined by Messrs. Goddard & Douglas (Marine Surveyors) at 10 a.m. on 3rd January, 1926.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JEBSEN & Co., Agents.

Hongkong, 27th December, 1925. [3007]

INTIMATIONS

NOTICE.

THE HONGKONG AND CANTON MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Lower Office, 8, Lower Albert Road, Hongkong, on TUESDAY, 29th DAY OF DECEMBER, 1925, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from 14th to the 29th DECEMBER, 1925, both days inclusive.

By Order of the Board of Directors,

J. D. THOMSON, Acting Secretary.

Hongkong, 11th December, 1925. [3964]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, ABDUL EMBEUN MAHOMED SHAMSI, CANTON, HEREBY GIVE NOTICE that in consequence to my desire to conform with the Names of similar Vessels owned by me, have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Motorboat "FUNG MING," of Hongkong, Official No. 153511 of Gross Tonnage 100.68 tons, Register Tonnage 54.59 tons, heretofore owned by me for the permission to Change her Name to "RACE" and have her registered in the New Name at the Port of Hongkong as owned by me.

Any objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hongkong within SEVEN DAYS from the Appearance of This Advertisement.

Date at Hongkong, this 22nd day of December, 1925.

A. E. M. RAFFER, Owner.

3000

CHEONG TAI.

110, QUEEN'S ROAD, CENTRAL.

CHEAP SALE.

COMMENCING TO-DAY (WEDNESDAY), 23rd DECEMBER, 1925.

15 PER CENT. DISCOUNT ON GROCERIES AND SUNDRIES.

10 PER CENT. DISCOUNT ON WINES, SPIRITS AND LIQUEURS.

E. D. DA ROZA, Special Manager.

Hongkong, 23rd December, 1925. [2993]

WANTED.—One Furnished and Unfurnished HOUSE on PEAK or LOWER LEVELS, also FLAT in HAPPY VALLEY or CAUSEWAY BAY. Furnished or Unfurnished.—TEL 4830.—SMALL INVESTORS.

[2834]

TO LET.

ON or about MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRENCH BUILDING" at "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHATELAIN BANK and MERRILL BUILDING).

Apply to: BANQUE DE L'INDOCHINE, Chater Road.

[2867]

TO LET.

COMMODOUS PREMISES on GROUND FLOOR, 164, DES VOUZES ROAD CENTRAL. Would make suitable Showroom. For full particulars, apply to: THE MANAGER, HONGKONG AND CHINA GAS CO. [2514]

TO LET.

GODOWNS in ALEXANDRA BUILDING (Basement).

Apply: SECRETARY, A. S. WATSON & Co., Ltd.

2022

TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR.

Apply: UNION INSURANCE SOCIETY OF CANTON, LTD. [2178]

PREPAID "WANTED" ADVERTISEMENTS

TO LET.—From April 1st, 1926, for Six Months, Well-Furnished Flat, Four Rooms, Central District, All Modern Conveniences including Elevator. Apply—Box No. 155, c/o Hongkong Daily Press. [165]

TO BE SOLD or TO BE LET.—Ten Cottages, Barker Road, Furnished. Apply to DENNIS, BAX & GIBB. [160]

VISITORS TO CANTON.

Should Purchase

A BOOK FOR THE GLOBE TROTTER FOR HONGKONG TO CANTON BY THE PEARL RIVER

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags

PRICE \$1.75

On Sale at: "Daily Press" Office.

Messrs. KELLY & WALSH, Ltd.

Messrs. BIRNBAUM & Co.

Canton: Messrs. A. S. WATSON & Co.

INTIMATION

PHYSIKURATE

IN NOCTE CURANS.

FOR ALL

URIC ACID

COMPLAINTS.

RHEUMATISM, LUMBAGO,

SCIATICA NEURITIS,

GOUT, &c.

All these are caused by excess

of uric acid.

PHYSIKURATE

will absolutely neutralise this

excess, and free you from pains in

the muscles, joints and nerves,

morning dullness and headache,

nightly twitching of limbs, &c.

To be taken last thing at night.

It Cures While You Sleep.

OF ALL CHEMISTS.

SOLE DISTRIBUTORS:

A. S. WATSON

& CO., LTD.

HONGKONG DISPENSARY.

MARRIAGES.

CHEETHAM—COOKE.—At Shanghai, December 22nd, MARGARET SHIRLEY, daughter of Dr. and Mrs. ROBERT E. FITCH, of Hangchow, to CYRIL STEWART, second son of the late W. BAUFORD CHEETHAM and Mrs. CHEETHAM, of Shanghai.

COOK—BATES.—At Shanghai, December 22nd, CLARICE LILLIAN ELIZABETH, elder daughter of Mr. W. L. P. COOK (R.N. Ret.) and Mrs. COOK, of Portsmouth and Shanghai, to Captain STUART HARCOURT, elder son of Mr. and Mrs. W. J. BATES, of Hull.

LINDSTROM—LANN.—At Shanghai, December 18th, EITILANA, only daughter of Dr. and Mrs. A. M. LANN, of Harbin, to JOHN KARL, second son of the late Mr. and Mrs. E. O. LINDSTROM, of Shanghai.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.4.

The Daily Press.

HONGKONG, DECEMBER 29TH, 1925.

THE SHANGHAI AFFAIR.

THERE is no word yet as to how the Chinese authorities and the Chinese people of Shanghai have received the letter of the Shanghai Municipal Council reiterating the expression of its regret at the loss of life occasioned by the measures taken by the Police to prevent mob violence on May 30th, and making a compassionate grant of \$75,000 to the injured and the relatives of the persons killed. But we cannot anticipate that there will be any hesitation on the part of any reasonable man among them to recognise that in the gesture of goodwill which the Council has made to the Chinese people they have gone to very limits of common prudence. Many indeed may be inclined to the opinion that the limits of prudence have been almost overstepped, for in such a settlement there is an obvious danger of weakening the morale of the Police Force, and with it that firm sense of security and protection that the community has hitherto enjoyed. It would be absurd to think for one moment

that the police in taking the action they did on the occasion were animated by any other motive than to protect themselves and the property in their charge from mob violence. A majority of the three Judges who held an enquiry into the affair found that no blame attached to the police, and in judicial courts, of course, the findings of a majority of the Court decide the issue. The Peking cable we published yesterday told us that the finding of the American Judge does attach some blame to the police, but we see it has been stated at Shanghai, where an ampler summary was confidentially received by the authorities some time ago, that Mr. Justice JOHNSON did not condemn the police: "he offered some suggestions"; but the upshot of his finding, the N.C. Daily News understands, and emphasises, was not materially different from that of his brother Commissioners—Sir HENRY GOLLAN, the Chief Justice of Hongkong, and Judge SUGA, the representative of the Japanese judiciary.

In these circumstances, we repeat, every reasonable person must recognise that the Settlement authorities have gone to the very limit of generosity in the action they have taken to promote a settlement of the question. The Commissioner of Police and the Inspector must directly concerned are stated to have resigned spontaneously, notwithstanding that "the majority of the Judges exonerate them from blame." According to our Shanghai contemporary, "what they appear to have felt was that, if there could remain any shadow of a thought in the mind of anyone that they were open to criticism, they would rather resign at once than that they should be the slightest impediment, so far as they were concerned, to the full restoration of good feeling between their fellow-countrymen and the Chinese." For this gracious thought, our contemporary says, the British community thank them and will not forget it. The Council's sympathy with those who suffered on that fatal day is "written in terms of solid silver." Our contemporary's only regret—and we assume that it represents a considerable body of public opinion in the matter—is that the grant was not made long ago. It was suggested in the columns of the leading newspaper of the Settlement as far back as July 25th. Then it was suggested that a grant might be made, on the understanding that the strike and boycott were called off, without prejudice to what the Judicial Inquiry might decide: now the grant has been made, notwithstanding what it has decided. "But the result," says our contemporary, "is conclusive evidence of what has been the inner feeling of the Municipal Council throughout, namely, that the issue was always one for them to settle directly with the Chinese of Shanghai and that, in the settling, the Council only wished to exercise that spirit of generosity which they have always sought and will continue to evince." In other words, we take it, there is a disposition to blame the Diplomats in Peking for the delay. A complete restoration of good feeling is obviously essential before it is possible to approach the consideration of those larger questions that loom ahead "questions affecting the whole future of Shanghai, and involving, it may be, an entirely new instrument of government." It is therefore of wide public interest to know on the authority of the leading British paper of Shanghai that what the Municipal Council has done in respect of May 30th is "typical" not only of the feeling in which they are prepared to approach those questions, but of a like sentiment in all foreigners. No doubt it is felt for a moment by our contemporary that it will be cordially reciprocated by the Chinese. It is to be hoped that evidences of this will soon reveal themselves.

Normal telegraphic communication with Peking and Tientsin has been re-established.

A Chinese, aged 56 years, succumbed yesterday to injuries received through being knocked down by a motor-truck in Queen's Road West.

The Hongkong and China Gas Co., Ltd., announce by advertisement in another column a scale of discounts for prompt payment of the monthly gas accounts.

A collision occurred between a motor bus owned by the China Motor Bus Company and another car in Lai Chi Kok Road on Sunday. Both vehicles were slightly damaged.

At this afternoon's meeting of the Sanitary Board, there will be considered a minute by the President on the subject of a petition from representatives of the market fish stall-holders.

The only cases of notifiable disease extending over four days to December 27th were one (British) imported case of small-pox; one British case of diphtheria, and one Chinese case of cerebro-spinal fever.

It is stated that an application has been made to the Colonial Secretary by the management of the Queen's Theatre for permission to open the cinema on Sunday, as on week-days. The cinema was open on Sunday afternoon.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., three masters of trading junks, were each fined \$15 each, with two weeks' hard labour in default, for failing to exhibit regulation lights on their junks while under way the previous evening.

An Indian, who had plucked a bunch of flowering shrub in the Botanical Gardens, was fined \$50, or six weeks' imprisonment in default, by Major C. Willson at the Central Magistracy yesterday. The defendant, in excuse, said he had picked them for medicinal purposes.

Singapore tailors again took French leave, last week. This came as a great surprise, inasmuch as a few weeks ago the employers were compelled to accept their terms. These included a substantial increase besides a six-day week. The trouble this time arises indirectly from requests for advances on their wages.

An elderly Chinese passenger of the S.S. President Jefferson, who arrived in Hongkong on Saturday was fined \$250 by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, on a charge of being in unlawful possession of a revolver. Mr. J. T. Prior, who appeared for the man, pleaded guilty, and said his client brought the revolver from America for his own safety, having heard of danger from pirates and armed robberies.

At the Peak Church last Thursday, the Rev. T. B. Powell officiating, the wedding took place quietly (only relatives and a few intimate friends being present), of Mr. Harold Walter Hewett, son of the late Mr. H. C. Hewett, of North Shields, Northumberland, and the late Mrs. D. Urquhart, and Miss Evelyn Lennox Paterson, daughter of Captain and the late Mrs. Paterson, of Ilford, Essex. The bride was given in marriage by Mr. James Smith and Mr. A. Urquhart was the best man.

A portrait of Mr. T. N. MacReynolds, Hon. Secretary of the Ex-Active Service Men's Association and its first life member, was unveiled by Mr. T. T. Laurence, the President of Association, at the Club during the week-end holiday. The portrait was drawn by Mr. Stanley Hill, one of the members of the Association. Mr. MacReynolds was made a life member of the Association at the recent annual meeting, as an expression of gratitude and appreciation of the work carried out by him during his tenure of the Hon. Secretaryship.

News has reached Shanghai of the death at Caulfield, Melbourne, of Mr. A. L. Pinkerton who a few years ago was regarded as one of the most promising Shanghai jockeys. During the autumn racing season of 1921, Mr. Pinkerton, while riding for the Stephen and Stitt stable at Hongkong, was kicked in the head by a griffin and sustained such a serious injury to the brain that, although he received the most skilled medical treatment, he failed to make much progress, and eventually left for Australia in April 1923. The cause of his death was aneurism of one of the arteries of the brain.

A lady who the Director of Criminal Investigations at Singapore said had dodged alien registration at Singapore and Penang, and had "walked through the whole of the Far East without having registered," was named in a police court case against the agent of a French steamer trading with Saigon. He was charged with receiving on board the steamer one Louise Valdes, a Spanish subject, whose passport was not endorsed as required. It was explained that the lady is a dancer and had been known in Singapore as Louise Daily. She had arrived from Batavia and had transhipped at Singapore for Saigon. A nominal fine of \$10 was imposed on the agent.

LOCAL WAR OFFICE GIFT.

FOR PURPOSES OF HONGKONG UNIVERSITY.

A meeting of the Legislative Council is called for 9.30 this morning.

The following resolutions, are on the agenda:

1. Resolved that whereas the War Office has presented to the Government of Hongkong, for the purposes of the University of Hongkong, the sites of Fly Point and Elliott Batteries, this Council hereby records its deep appreciation of this generous gift.

2. Resolved, that the following rule be inserted in the Standing Rules and Orders of the Legislative Council immediately after Rule 10:—

10a. The Governor may at any time refer direct to the Finance Committee any proposal concerning additional expenditure not already provided for in the annual estimates.

KEROSENE ON FIRE.

BLAZE AT WANCHAI.

Shortly before nine o'clock last night fire broke out on a large junk moored alongside the reclamation work opposite the Daily Press Wanchai office. The Hongkong Brigade were quickly on the scene, but not before the junk, which had a cargo of kerosene, belonging to the Texas Company, was well ablaze.

The Brigade worked hard for half an hour and extinguished the flames. The junk was practically gutted, and its cargo destroyed. One of the junk women was slightly burned about the face.

The fire originated, it was stated last night, through a cigarette end being carelessly thrown away on the junk.

WEDDING.

WELL-KNOWN CHINESE MARRIED.

A pretty wedding took place at St. John's Cathedral yesterday, the parties being Mr. Shiu-pun Preston Wong, second son of Mr. and Mrs. Wong Yuen Hing, of 74, Peel Street, and Miss Phyllis Grace Jan See Chin, eldest daughter of Mr. and Mrs. Jan See Chin of Hau Tau, Haungshan and formerly of Cairns, North Queensland, Australia.

The Rev. A. D. Stewart, M.A., assisted by the Rev. T. B. Powell, M.A., officiated, whilst Mr. F. Mason, A.R.C.O., L.T.C.L., was at the organ.

The bride, who was given away by her father, was tastefully attired in white brocade charmeuse, trimmed with white charrmeuse, with an embroidered veil and silver brocade shoes. She carried a bouquet of white roses and maiden-hair ferns. Her sister, Norma, as bridesmaid, wore a dress of blue crepe-de-chine with silver lace trimming and hat to match. Her bouquet was of pink and white roses, set off with maiden-hair fern and matched with pink ribbon. Two other sisters, Irene and Dorothy, attired in pale pink satin with hats to match, were flower-girls. The bride's mother wore a dress of navy crepe-de-chine, trimmed with silver *crin* rose, and hat to match. Mr. To Tsun On was "best man."

After the ceremony a reception was held at the King Edward Hotel. The honeymoon is being spent at Shatin Gap Bungalow. The bride's travelling dress was of navy serge with oriental embroidery, with hat to match.

MOTOR CYCLE'S ADVENTURES.

TWICE STOLEN BY SAME THIEF.

That any man, who could steal a motor cycle, and side-car twice within 24 hours fully deserved to retain the machine was the opinion facetiously expressed by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, when a young Chinese was charged with the offence.

Defendant was charged with the larceny of a Triumph motor cycle and side-car, belonging to Mr. F. Vickers, on Christmas Day and Boxing Day respectively. He was also charged with obtaining meals at restaurants with intent to defraud.

Outlining the Police case, Sergeant Rozensky said the machine was left unattended in Cameron Road on December 25th, and it disappeared. Shortly afterwards a report was made to the Yaumati Police to the effect that a young Chinese had obtained a meal at a restaurant, leaving a motor cycle as deposit; not having any money with him at the time. He did not return to the restaurant, and the Police took possession of the machine, returning it to its owner on Boxing Day morning.

Shortly after its return the owner left it outside his residence in Camby Building, and on returning to the street found it had gone again. The police later found that defendant had left the machine at another restaurant after he had had a meal.

On four counts defendant was sentenced to four months' imprisonment with hard labour.

CABLES

[THROUGH REUTER'S AGENCY.]

MOSUL DECISION AND TURKEY'S PRESTIGE.

POSSIBILITY OF WAR.

LONDON, December 27th.

A *Westminster Gazette* message from Ankara learns that the territorial loss of Mosul is insignificant compared to the loss of prestige to Mustafa Kemal and his Government, which is still faced with strong opposition in Turkey. The Government may be forced to war to regain its prestige and to avert a revolution at home.

The message adds that the Turco-Soviet Treaty contains a secret clause guaranteeing Soviet support to Turkey in the event of war.

"RED" TRADE UNIONS INTERNATIONAL.

INVITATIONS TO WORLD CONGRESS.

AMSTERDAM, December 27th.

The Congress of the National Labour Secretariat, presided over by the Dutch Communist Heer Sneevliet and attended by representatives of the British Minority Party and also of the Soviet, has passed a resolution by 119 votes to 4 instructing the Executive to give effect to a resolution adopted by referendum in 1923 to join the Red Trade Unions International.

It also resolved by 118 votes to 3 in favour of the Red Trade Unions International issuing invitations to a World Congress of Red Trade Unions International, of the International Federation of Trade Unions and of organisations not belonging to both Internationals.

INDIAN CONGRESSES.

CIVIL DISOBEDIENCE DISAPPROVED.

DELHI, December 27th.

Raja Panagal, Minister of the Madras Government, in his presidential address to the All India and Non-Brahmin Congress, urged the British Government to take immediate steps to further advance constitutional reforms. The method of achieving this was neither civil disobedience nor obstruction, but meek submission or an appeal to the British nation and the League of Nations through Britain.

He feared the South African Indian problem was fast getting beyond control and advised Indians to change their attitude towards the depressed classes.

THE BURMAN BILL.

CAWNPUR, December 27th.

The National Congress has passed a resolution urging the Viceroy not to sanction the Burman Bill for the expulsion of non-Burman offenders, also the Bill providing for a tax on passengers arriving in Burma by sea on the ground that it would impair the interests of Indian residents in Burma.

The Congress also passed a resolution condemning the action of the Government in keeping detained persons under the Bengal Ordinances imprisoned without trial for over a year and demanding their release. It also expressed its intention of supporting the Sikh prisoners who are insisting on unconditional release as a result of the Guardwara settlement.

SPEECH BY AN AMERICAN.

Professor Holmes, of Pennsylvania University and the American Federation of Labour, in a speech assured the meeting, amid applause, of American sympathy with and support of the movement toward freedom in India and said the West were looking to Gandhi for his gospel.

REPARATIONS ENQUIRY.

U.S. DELEGATE IN FRANCE.

CHERBOURG, December 27th.

Professor Edwin Kemmerer, the American delegate to the Reparation Commission, has arrived.

M. CHICHERIN'S RETURN TO MOSCOW.

MOSCOW, December 27th.

M. Chicherin has arrived, on completion of his tour of European capitals.

ALLEGED RUSSIAN ATTACK ON AFGHAN POST.

ALLAHABAD, December 27th.

Newspapers at Kabul report that Russian troops suddenly and unprovokedly attacked and captured the Afghan post of Darkad in Badakshan and occupied the surrounding territory.

EARTHQUAKE IN ITALY.

NO DAMAGE DONE.

ROME, December 27th.

A message from Terni reports that a short but severe earthquake shock was felt in the evening. There was no damage.

OBITUARY.

REAR-ADMIRAL MACLEAN.

LONDON, December 27th.

The death is announced of Admiral J. C. B. Maclean, who was responsible for the naval transport service in wartime.

[Surgeon Rear-Admiral Maclean was 78 years of age. He joined the Royal Navy in 1872. He was present at the bombardment of Alexandria, and served in the Egyptian campaign, being specially promoted (1882). Admiral Maclean retired in 1907, but undertook naval transport direction when the Great War broke out. He was made a Commander of the Order of the Bath in 1917.]

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

AMERICA AND BRITISH RUBBER.

ENGLAND'S "WICKEDNESS."

WASHINGTON, December 28th.

The Press and public men are growing daily more indignant and unrestrained in their expressions when discussing England's "wickedness" in advancing the price of rubber.

Mr. Longworth, speaker of the House of Representatives, speaking at Akron, Ohio, said there seemed to be a conspiracy among nations producing rubber to restrict the output and increase the price. He described restrictions as "an international swindle" and declared that Congress was seeking every means to help American manufacturers to meet British restrictions and competition.

BIG FIRE AT AN OIL DEPOT.

FIVE MILLION PESOS' DAMAGE AT BUENOS AIRES.

BUENOS AIRES, December 28th.

Damage to the extent of five million pesos was done by fire at a petroleum depot belonging to an Italian-Argentine firm. The fire is believed to have been caused by lightning which accompanied a severe storm yesterday afternoon. Several tanks were completely destroyed. The Government rushed up assistance to prevent the spread of the conflagration endangering shipping.

THE SHANGHAI AFFAIR.

CAREERS OF THE POLICE OFFICERS WHO RESIGNED.

The *N.Y. Daily News* says the resignation of Mr. J. K. McEuen, Commissioner of Police, brings to a conclusion a connection of 23 years with the Shanghai Municipal Police. His father, Capt. McEuen, who was formerly in the Navy, was at the head of the Shanghai Police force at the end of last century, and after being trained in the Royal Irish Constabulary his son, who now resigns, was appointed to the Shanghai Police Force, ultimately succeeding Col. C. D. Bruce as its head. The period during which he has officiated as Commissioner has been more arduous than that of any other who has held the office, for in recent times the Settlement has on several occasions been subject to invasion by bands of defeated troops seeking sanctuary, while warfare has been waged on its very boundaries. In addition during such time the work of the Police has been made infinitely more difficult and dangerous than ever before by the smuggling into the country of vast quantities of automatic pistols which have made the armed robber menace so serious.

Inspector E. W. Everson probably was very little known to the general public of Shanghai prior to the incidents of May 30th, for he is a quiet, modest and retiring disposition and one of those officers who appear to make police duties both their work and hobby. His rapid promotion to inspector in charge of one of the most important stations in 15 years is proof sufficient of his energy. Inspector Everson joined the S.M.P. in 1906 and was promoted sergeant two years later. In 1915 he went home for war service, joining the Welsh Regiment and serving in the ranks until the conclusion of hostilities. He returned to Shanghai in 1919 and the same year was promoted to be Sub-Inspector. In 1921 he became a full Inspector.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

JAPAN SHELTERS KUO'S CIVIL OFFICIALS.

DEMAND FOR THEIR SURRENDER REFUSED.

TOKYO, December 28th.

A Foreign Office message from Mukden states that Marshal Chang's son has demanded that the Japanese Consul-General should order the Consul at Hsinminfu to give up eight of General Kuo's civil officials who are refuting in the Consulate there, but the request was refused as it is understood that Marshal Chang intends executing them.

The Consul-General is arranging a Japanese police escort to bring them safely to Mukden.

THE FATE OF GENERAL KUO.

Though it is not confirmed officially, the Government spokesman believes the reports that the heads of Kuo and his wife were exhibited publicly at Mukden, and he expressed disgust that such barbarities had been practiced.

The vernacular papers also consider the incident to be most regrettable though they say Kuo deserved death as a traitor.

HOW TIENSIN WAS CAPTURED.

BITTER BAYONET FIGHTING.

SHANGHAI, December 28th.

Reuter's correspondent at Peking, under date of the 24th inst., says that capture of Tientsin by the troops of Marshal Feng Yu Hsiang was preceded by very heavy fighting.

On the 22nd, the Kuominchun forces attacked early in the morning, and after sanguinary bayonet fighting, gained General Li Chang Lin's defence system near Peitsang.

Li Chang Lin counter-attacked that afternoon and regained some of the lost ground. Eye-witnesses state that hundreds were lying in the trenches and 1,500 Kuominchun wounded had already been brought in to Peking by the 23rd inst. from the previous day's fighting.

There was further fighting on the 23rd, as a result of which Li Chang Lin's Fourth Division broke, but he rallied them and established a line three miles from Tientsin Central Station.

As the result of further heavy fighting next morning, Li Chang Lin's troops scattered in disorder.

NEW CHIHIL GOVERNOR APPOINTED.

PEKING, December 27th.

A Mandate has been issued appointing Marshal Feng Yu Hsiang's supporter, General Sun Yueh, as Military and Civil Governor of Chihli Province, in place of the defeated General Li Chang Lin, whose whereabouts are unknown.

Railway and telegraphic communication has been restored between Tientsin and Peking.

BRITISH PRESS ON THE SITUATION.

TRIBUTE TO JAPAN.

LONDON, December 28th.

In a leading article on the Chinese war, the *Daily Telegraph* declares that the Japanese Government, which has shown real statesmanship in a trying situation, has acted promptly on the news of Chang's recovery, recalling the troops from Mukden and withdrawing the order relating to the six-mile zone, in which connection the journal is sure that neither Great Britain nor the United States in similar circumstances could have remained indifferent to the risks facing their nationals.

The journal expresses the opinion that but for the presence of a small disciplined Japanese force, Mukden might have been sacked last week and incalculable damage done. "Japan has shown once again that though she is most anxious about the future of her trade with China, she can exercise patience and prefer to employ diplomacy rather than force."

"THE TIMES" COMMENT.

The *Times* in a leading article says it finds little satisfaction in the most recent developments of the Chinese war except the fact that the success of Chang Tso Lin means that one of the Soviet intrigues in China has miscarried. Trade continues to suffer, and industry to decay while China's alleged friends at Moscow continue to manipulate Chinese dispositions for their own political ends, believing that they can inflict enduring injury on the commercial interests of all capitalist States, especially Great Britain in China.

The article refers to the obstacles to granting foreign aid in restoring order and observes that in any case no Chinese individual leader is worth British support if only because none can absolutely rely on his own soldiers and colleagues. "The *Times* adds that there is nothing in Chinese history to forbid hope in China's eventual recovery and concludes by applauding Japanese action on the lines of the article in the *Daily Telegraph* already cabled.

THE POWERS AND CHINA.

PARIS, December 27th.

In well informed circles it is declared that the Powers interested will not despatch a "Joint Note" to the Chinese Government in regard to present events in China.

A FRENCH COMMENT.

WESTERN POWERS AND THE MOSCOW PERIL IN CHINA.

PARIS, December 28th.

Commenting on events in China the *Gaulois*, after referring to endeavours on the part of the Moscow Government to supplant the Western Powers in the prestige they have acquired in Asia, concludes: "It is, precisely this which aggravates the problem imposed by Europe's attitude of abstention in the effervescence in China. Logically, an agreement ought to be reached between the Western States to avert this peril."

THE GOVERNMENT AT PEKING.

FUNCTIONS REVISED.

PEKING, December 28th.

Mandates have been issued appointing Hsu Shih Ying Premier and revising the regulations governing the functions of the Provisional Government, providing henceforth that the Cabinet shall be "responsible," and devise and carry out reforms in accordance with the people's wishes. Tuan Chi Jui remains Chief Executive.

BRITISH PROTESTANT MISSIONARIES IN CHINA.

IMPORTANT AGREEMENT ANNOUNCED.

LONDON, December 28th.

The standing committee of the conference of Missionary Societies of Great Britain and Ireland has issued a statement to the effect that the Protestant Missionary Societies have reached an agreement in regard to the principles which should govern their work in China in the future. They desire to rest not upon treaties reluctantly accepted, but upon such provisions as may be freely accorded by China as the Sovereign Power, and agreed upon in equal conference between China and Great Britain. Willingness is expressed to accept such rights in place of extra-territoriality as shall be accorded in a similar manner.

The Societies have expressed to the Chinese Minister in London their appreciation of the friendship and goodwill shown to them by the officials and people of China, and their desire to work in harmony with the laws and customs of China and to abstain from interference in the administration of justice and public business.

MINERS' "CA' CANNY."

OPPOSITION TO NEW MACHINERY.

POLITICAL AGITATION.

Mr. W. A. Lee, Secretary of the Mining Association of Great Britain, giving evidence before the Coal Commission recently, said that the association were convinced that no solution of the problem of the industry would be found until the industry had the same freedom as before the war to negotiate its wages settlements district by district.

Sir Herbert Samuel (the chairman) asked if it were the opinion of the association that "ca' canny" prevailed to any considerable extent.

Mr. Lee: Yes. I could quote very numerous instances at the present time, particularly where the machinery is being introduced. Machinery has been introduced and owing to "ca' canny" it ultimately had to be withdrawn. As the rate of wages went up the rate of output went down.

The eight-hours day in itself would not solve the economic problem of the industry. A memorandum submitted by the Mining Association stated that in the Ruhr, our principal competitor in the export coal trade, wages only formed about 55 per cent of the total cost of production, whereas in this country they amounted to about 71 per cent. In the Ruhr the total cost per ton disposable was 10s. 8.85d. In Great Britain the total cost was 13s. 7.05d. under the seven-hours day, and 16s. 7.45d. under the eight-hours day.

COSTS TOO HIGH.

The broad conclusion of the memorandum was that the root cause of the severity of the depression in the coal industry and the heavy coal consuming industries was that costs of production and transport in this country were too high. Mr. Lee said that the special prominence in the public eye of certain miners' leaders, who had an ulterior motive in view, namely, to destroy the efficiency of the industry with a view to destroying private enterprise.

Mr. Herbert Smith, for the Miners' Federation, mentioned the sum of £72,000 which the Mining Association had spent on propaganda.

Mr. Lee: We should like to have spent ten times what we have spent.

RUSSIAN DANCERS IN COURT.

SEQUEL TO THEFT FROM WING ON CO.

Before Major C. Willson at the Central Magistracy yesterday, the two Russian women, Daria Sramoiloff and Tamara Loskooloff, again appeared on remand on a charge of the theft of four rolls of silk, valued at \$475, from the Wing On Co. on December 22nd.

Mr. C. A. S. Russ was for the defence, and the hearing of the case which began in the morning was concluded in the afternoon.

The Manager of the piece goods department of the Wing On stores, said that at 5 p.m. the two defendants entered the shop to buy some black satin. They bought twelve inches, for which they paid the sum of \$2.10. They both asked to be shown some satin, the same colour as a coat which one of them was wearing. Witness went away to look for the satin, but could not find it; and when he returned he sent a foki, who had given the defendants change for their purchases, to find the material. He glanced at a show case, and it looked as if there were some rolls missing. He noticed that one of the defendants was holding her coat tightly about her, and that the coat was bulging. The foki returned with the satin they had asked to see, but they were not satisfied, and walked away. Witness followed them to another part of the premises, and one defendant, becoming frightened, turned back, and taking a roll of silk from under her coat placed it on a table. She then walked about two paces to a verandah, and witness saw the ends of three other rolls protruding from her coat.

Cross-examined by Mr. Russ, witness denied that defendants were looking at silk in the shop for about a quarter of an hour. They did not buy anything, except the twelve inches of satin. There was an exit from the verandah. The defendants did not take the material to a window to examine it. Witness, in reply to further questions, also denied that he became impatient and swore at them. Asked if he or the defendants lost their temper, he said that one of them lost temper.

Mr. Russ submitted for the defence that the prosecution had not made out a case. There had been some trouble in the shop, and both the salesman and the defendants lost their tempers. He further submitted that it would be a physical impossibility for the defendant to have hidden and carried under her coat four weighty rolls, such as those produced, and have effectually concealed them for a quarter of an hour or so while carrying out a transaction with the salesman.

Mr. Russ in conclusion submitted there was no case against Tamara Loskooloff, who had not even taken a pin and was not even charged with conspiracy.

His Worship agreed with Mr. Russ as regarded this defendant and discharged her.

The other defendant, Daria Sramoiloff, gave evidence in the witness box and said that she and her companion were Russian dancers. They were returning from Canton to Shanghai and had booked a passage for the Northern port on a Japanese steamer, by which they had not been able to sail owing to this case. They went to Wing On stores, where she wished to purchase some blue silk, but could not find what she wanted. She then decided to buy some black material and asked the assistant to cut her off three yards of it. However, as she could not get any embroidered silk to match this material, she decided not to have it, and apparently becoming annoyed at this, one of the Chinese began swearing at her in Chinese, a language she understood. Becoming annoyed, she swore back at him in Chinese, saying she started the trouble. She was carrying four rolls of silk in her hand to the verandah, for the purpose of matching it. The rolls were opened and they were still open when taken to the police station. She made no attempt to conceal them and denied that she attempted to walk out of the shop with the rolls under her coat.

Mr. Russ said that whatever His Worship might think in this case, he submitted it was altogether too doubtful for him to convict. The witnesses for the prosecution had not supported the allegations by their evidence.

His Worship said he had made up his mind that it was a case of larceny and believed the evidence of the prosecution. He added, that he believed this defendant deliberately tried to take away these goods. She would be fined \$100, with the alternative of six weeks' imprisonment.

A BROKEN BOTTLE.

CHINESE FINED FOR SMUGGLING BRANDY.

A Chinese seaman pleaded guilty at the Central Magistracy yesterday to a charge of unlawful possession of dutiable liquor, and was fined \$10. An order was made for the confiscation of two bottles of Martell's brandy found in his possession. He was seen to land on Sunday from a sampan at the Praya near the Western Market, and on being questioned by a Revenue Officer, he dropped a package he was carrying and one of the bottles was broken.

THE "TUNGCHOW" PIRACY.

A SHANGHAI COMMENT.

CRITICISM OF HONGKONG GOVERNMENT.

The *Tungchow* piracy, the *N.Y. Daily News* says, is more than an outrage by Chinese pirates; it is public scandal, which ought never to have been possible, and which is a deplorable reflexion on those basically responsible for the safety of British ships in Chinese waters.

ABSENCE OF WIRELESS.

The weak feature about the whole system, or so-called system of piracy prevention on the China Coast is the absence of wireless telegraphy on the ships; that and nothing more.

Even five years ago, before piracy was revived, the question of the general installation of wireless apparatus on passenger-carrying vessels on the China Coast was an important one. As piracy succeeded piracy and murder and outrage succeeded murder and outrage, it became more than important—it developed into an urgent necessity. But still, apparently, nothing of a concrete nature has been done and now the matter is nothing less than vital: to the preservation of the lives of those who travel in ships in these parts, to the shipowners themselves, and to the public generally. It brooks no further delay, and neither the authorities responsible nor the shipowners concerned can be permitted to bring about delay.

Let us be fair to the British shipowners more directly concerned and state the facts concerning wireless to far as they are known by anyone not in the confidence of officialdom. The early piracies, round about the year 1921, showed without doubt or cavil that wireless on all vessels likely to be attacked was the surest preventive. The late Commander Beckwith, when Harbour Master at Hongkong, said so publicly more than three years ago; the officers of the ships have been pressing the point on the Hongkong Government and the shipowners year after year; and gradually the shipowners came to the same point of view. Wireless sets were imported, and if they are not available for every British ship on the China Coast, we have good reason to believe that there are more than enough to fit every passenger-carrying ship. Many of the ships have actually had the wireless cabins built on board and the apparatus, complete in every detail, stowed ready for use. Two big British shipping companies appear to have been fully reconciled to the inevitability of general wireless installations, for about eighteen months ago they started a wireless school at Hongkong, which, run under the aegis of the Hongkong Government, was to train Chinese as wireless operators and give them certificates which would be recognized for any British ship in the parts. And then, according to the information at our disposal, the trouble started. The Hongkong Government laid down certain rules regarding the nationality and personal eligibility of candidates which, apparently, have nullified everything that has been done, and so far as can be seen, wireless for all British ships is as far away as ever.

The Hongkong Government and the shipowners owe it as a duty to the general public and to the men who daily risk their lives at the ruthless hands of pirates, to say exactly what has been done and what it is the immediate intention to do. The present situation is so intolerable that any further unnecessary delay cannot be brooked; and if the *Tungchow* piracy serves the end of bringing matters to a head, the sufferings of the master of the *Tungchow* and the awful mental strain that must have been endured during those four days by her passengers, will not have been in vain.

A NEW STAINLESS STEEL.

AN IMPORTANT DEVELOPMENT ANNOUNCED AT SHEFFIELD.

An important advance in rustless steel was announced last month by Dr. W. H. Hatfield, Principal of the Brown-Firth Research Laboratories, Sheffield.

Speaking at a meeting of the Sheffield Trade Technical Societies, Dr. Hatfield said that the success of the stainless steel used for cutlery had led to its application to other purposes. In general engineering the demand for a similar steel had been met, but the further demand for a soft, malleable and plastic stainless steel could not be said to have been satisfactorily met by the class of chromium steel to which the preceding stainless steel belonged. A rustless steel had now, however, been placed on the market having entirely different characteristics. This new steel, if treated at a high temperature, was rendered extremely soft and ductile, and possessed unusual properties. It could be freely worked either hot or cold, and would not harden on quenching, and was being produced in sheets, strips, bars, section, wire, tube and casting. The increased chromium content, with the addition of nickel, had made the steel even more successful in its resistance to staining. The action of sea water and spray was perhaps the most serious of the corrosive media, and the new steel completely resisted this action, even under the searching conditions of being alternately wet and dry. It was equally successful in resisting the action of nitric acid of various strengths and at all temperatures. The essential acids in foods, such as citric, acetic, and lactic, were also completely resisted.

Discussing the future possibilities of this steel, Dr. Hatfield expressed the hope that the lighter trade of Sheffield would thoroughly investigate its claims with a view to extending operations to many articles not now made in Sheffield, but which might be produced from the new metal.

ANTI-FOREIGN AGITATION AT SHANGHAI.

POLICE REPORT.

The Report for November by the Acting Commissioner of Police of Shanghai (Mr. E. I. M. Barrett) contains the following paragraphs:—

ANTI-FOREIGN AGITATION.
Anti-foreign propaganda during the month included a revival of the campaign against Christianity. This doctrine was denounced in a pamphlet emanating from a Chinese University as the vanguard of the forces of the imperialistic Powers against weak races. Gross attacks on beliefs revered by Christians were issued about the same time. Various anti-foreign handbills and cartoons were also circulated. Some of these, which advocated the overthrow of imperialism, militarism and capitalism, depicted foreigners as imperialists and denounced the Eang-tien Party as being their allies. Others urged a boycott of British and Japanese goods, including cigarettes and bank notes, and exhorted the people not to travel on British buses and cars. The propaganda against the Judicial Inquiry and the Tariff Revision Conference was continued, and the demand for complete Customs Autonomy was reiterated. Efforts were also made to sustain the animosities aroused in connection with the May 20th incident. A semi-annual memorial service in honour of the victims of the shooting on that day was held in the Public Recreation Ground on the afternoon of November 29th. There were about six hundred people present, and the principal feature of the proceedings was the shouting in chorus of the following slogans: "Continue the patriotic movements arising out of the May 20th incident," "Demand the re-opening of all patriotic organizations," "Oppose the Tariff Revision Conference and demand complete Customs Autonomy," and "Abrogate all unequal treaties." Handbills and cartoons advocating these demands were also distributed. This was all done in defiance of an order from the Shanghai Woosung Constabulary prohibiting the meeting, and the presence in the vicinity of a large party of police who had come to ensure that the order would be obeyed.

ANTI-MUNICIPAL COUNCIL AGITATION.

In addition to attacks directed against the Municipal Council in connection with the general anti-foreign propaganda, handbills were distributed denouncing the Police in connection with action taken at the Mixed Court which resulted in the closing of three bases maintained by extremist agitators in the Wayside District.

BOLSHEVISM.

The schools established for the dissemination of extremist ideals have encountered considerable difficulties during the month. One situated at No. 115, Ichang Road was obliged to close temporarily for lack of pupils. The furniture in another located at No. 487, Robison Road, was wrecked by an angry crowd of workers. These complaints that they were being duped by the teachers into sacrificing their positions and taking service in the army at Canton where they had been subjected to terrible hardships. Liu Hua, a notorious Communist partisan and extremist agitator, was arrested on November 29th by a member of the C.I.D., who was acting on the authority of a warrant issued at the request of the Chinese Authorities. On November 30th Liu Hua was taken to the Mixed Court which ordered that he be sent to the Chinese Authorities.

Reports reaching Shanghai indicate that Bolshevism is also active in other parts of the country. A Club to promote social intercourse between Russians and Chinese has been opened at Kalgan and an establishment called the Sun Wen University has been opened in Moscow. It has been found necessary to close a girls' school at Ningpo because of the Bolshevist propensities of the pupils, and the propaganda of the same party is also said to be in evidence in such remote parts as Szechuan.

OPIUM SMUGGLING AT SINGAPORE.

THE "SEANG BEE" CASE.

At Singapore last week, Captain Cotton of the steamer *Seang Bee* was fined \$500 and costs in consequence of the seizure on board the vessel a short while ago of a considerable quantity of non-Government opium. The opium was found behind the panelling of one of the cabins and behind an electric fan. In connection with the same case two members of the crew of the steamer were prosecuted in the same court later in the day, one of them being fined \$1,000 or in default six months' rigorous imprisonment while the other was discharged.

Mr. Taylor informed the Court that in connection with the same case he proposed to withdraw a further charge, regarding another drug which was found on the ship as they were unable to say whether it was a deleterious drug or not. Entering a plea of guilty, Mr. Everett, who appeared for the Captain, said that Captain Cotton had just taken over command of the ship. On his doing so he had discharged the entire engine room crew which probably accounted for the fact that no opium was found in that part of the ship. The vessel was searched while she was still at sea and the search had been entered in the log.

Mr. Taylor told His Honour that the *Seang Bee* had been under their notice previously.

THE MODERN GIRL IN CHINA.

SOME CURIOUS CONTRASTS.

The life of Chinese girls and women to-day presents the most amazing contrasts. In the same city where one may see thousands of young girls hobbling along on bound feet, other girls—the favoured few who are in school—are playing netball and learning country dancing. After a large sports meeting held recently in a provincial capital some of the boys made the criticism that the girls had not been allowed an equal share in the proceedings, because they had not played football. When it was suggested to them that football is not universally considered a suitable game for girls, they said with an air of finality: "But China is now a democracy."

In the same city where hospitals can be found with all modern equipment and where Chinese doctors trained in Western medical schools offer their services, thousands of poor folks still use the age-old magic cures when their children fall sick, and ignore the most elementary laws of hygiene every day of their lives. Many a little boy still wears the ear-ring which is supposed to deceive the spirits into believing that he is the much less valuable member of the family, the girl, or the silver ring round the neck which "locks him into life." On the other hand some modern educated fathers are quite noticeably fonder of their daughters than of their sons and quite as anxious for them to have a career if they want it.

It has been estimated (all statistics relative to China are approximate) that still only one woman in eighty can read. The proportion in the cities is probably higher, but in the country illiteracy is almost the rule. At the other end of the scale are the women who have taken degrees in English and American universities. There are doctors, scientists, philosophers, educators, and journalists among them. The number of girls in school is constantly on the increase, though they still form a small fraction, probably about one in ten, of China's scholars.

EDUCATION AND MARRIAGE.

The demand for educated girls as wives is enormous. Educated young men naturally want educated wives. On the other hand, there is a great revolt against marriage on the part of the young Chinese. Marriage in China has meant for the woman subjection to the husband's family, and in particular to his mother. Cases are common now of girls breaking engagements made for them in childhood by their parents. Recently a girl of eighteen refused her right to break an engagement in the law Court in Peking and was successful. Other girls have been known to use "money" left them by their parents or money they had saved themselves to contract out of undesirable engagements. This is a tremendous change from the time when betrothal arranged by the parents was regarded as being just as binding as marriage itself. There are instances of love-matches and of happy homes founded on them, but these are all too few as yet, and far too many young Chinese know nothing of any ideal of marriage or home life.

Recently a whole issue of one of the most popular magazines for women was devoted to the subject of divorce, and in general the question of marriage receives a great deal of attention and is discussed from every point of view. The same magazine frequently publishes photographs of newly married couples after the best fashion of Western society papers. Young schoolgirls read novels of the most sentimental type, or worse. They get their ideas of Western sex relations from the least desirable kind of cinema film. As they know nothing of the normal equal kind of social intercourse that takes place between men and women in Western countries they give nothing to counterbalance the impression made by the books and pictures. It is disturbing to think what their ideas of Western customs must be. The girls of China deserve to be offered a share in the best that Western women have achieved, and not only the less desirable elements. At this difficult period of adjustment to new conditions they need all the understanding and practical sympathy that Western women can give them.—C.M. in the *Manchester Guardian*.

"UNDUE ECONOMY" IN THE ARMY.

A REMARKABLE SPEECH BY LORD DERBY.

Lord Derby, speaking in Liverpool on December 1st, forecasted that the next Budget would show economies in various departments. He expressed the hope that in the Department with which he was connected for so many years—the War Office—there would not be such an undue economy as would affect the safety of Great Britain. In a speech he made when Secretary for War under Mr. Baldwin, whose Cabinet was virtually the same as the present one, he (Lord Derby) said with the full approval of the Government of that day that in their opinion they had "got down to the bone," and no further reduction of any substantial amount could be made if the army were to be left able to do that which the country expected of it. That was his opinion then, and it was his opinion now.

"I should deeply regret if a Government having authorised me to make that statement with its full approval—almost the same Government—did not give effect to my words. I feel this gathering will not misunderstand my attempt to justify the Secretary of State for War if in his wisdom he feels no further economy can be made."

THE BEGUM OF BHOPAL.

HOME-CRAFT LESSONS IN LONDON.

INDIAN WOMEN TO BE INSTRUCTED.

The Begum of Bhopal, the veiled ruler from India who took Sir George and the Hon. Lady Lawson-Johnston's house in Portman Square, London, for three months, is making the most of her stay in London, observes a London paper.

The object of her visit was to endeavour to secure the succession of her grandson, and, being here, she has set to work to learn all that she can of various crafts, in order that on her return to India she may have the womenfolk of her country, and especially the widows, instructed in embroidery and other European crafts. With this object in view the Begum intends to establish a school and holds the opinion that she ought to know how to do herself the things she hopes to have taught there. For some time past, therefore, she has been having lessons in leather work, barbola (the new gossamer work), enamelling on glass, and diamond work, the fashionable method of decorating evening frocks and scarves. She is now going to learn to make silk flowers.

AN APT PUPIL.

The Begum, who has been working very hard under the guidance of Mrs. Francis-Lewis, of Soho Square, has proved an apt pupil. Now that she has made herself personally acquainted with the methods of working in the crafts indicated, the Begum is desirous of obtaining a competent instructor to accompany her to India and to teach these things to her women subjects. The Princess, her daughter-in-law, has also been studying the same crafts, and has proved clever, especially at leather work, of which she has created some beautiful examples, and diamond work.

KING OF SPAIN'S SISTER.

Among others Mrs. Francis-Lewis has taught these crafts are the Larranza Bourcise, the King of Spain's sister, who, during her residence at last year, learnt lacquer work; Lady Eustace Percy, a Chinese lacquer work; the Hon. Lady Koppel, lacquer work; Lady Colwyn, shell flowers; the Countess of Northampton, Lady Bonnor, the Hon. Mrs. Barrington, the Hon. Mrs. Grenville, the Hon. Mrs. Grenville, Baroness de Souza Deira, and Lady Margaret Campbell, who is now an acknowledged expert at making shell flowers, of which she has created many beautiful examples.

A GOOD STORY.

Few French wits can resist telling a good tale, even though it be against themselves. M. Caillaux, now free from the responsibilities and discretions of office, is a wit as well as a statesman. The following is a condensed version of his friend's account of what happened when he met President Coolidge, after arriving in Washington to discuss the French debt to the United States. Properly to appreciate the tale, you must understand that for fifteen years there was a political vendetta of the most bitter between M. Clemenceau and Caillaux; that M. Clemenceau, as France's "Father Victory," instigated the arrangement, the trial, the execution, and the banishment from Paris of M. Caillaux for alleged "defeatism"; and that not until after eight years of enforced retirement, following this charge, was M. Caillaux able to propel himself back into office, and then only because nobody else seemed able to straighten out France's tangled finances.

You now figure M. Caillaux in Washington—morning-coated, top-hatted, yellow-gloved, monocle in waistcoat pocket, just driven to the White House. He sheds the top-hat and the yellow gloves, and is led by the President's Secretary into the President's study. The President advances with right hand outstretched.

Let me here proffer the reminder that the Republican Party prides itself on American isolation from European politics, that Mr. Coolidge has not crossed the Atlantic since before the war, and that in any case it is the American Secretary of State who has to deal with the niceties of foreign relations. The sum total of all this may explain in part why the President chanced to put his foot into more than the rug beneath him.

"Delighted to meet you," he welcomed. He talked briefly of M. Caillaux's long journey and of his own regrets at not having visited France for so long, and then—

"And how is the admirable M. Clemenceau keeping these days?" M. Caillaux tugged at the black ribbon attached to the monocle which slipped out of the pocket. Perhaps to gain time while choosing his words, he carefully placed the monocle in his eye.

"Quite well, Mr. President, I believe," he answered in his precise English. "Ah, he and I do not hunt in the same pack, you know."

AND A FOOT NOTE.

A Paris correspondent writes:—Senator Jossot, who is a colonel, believes in Clemenceau. Seven little years ago he did. Last week Colonel Jossot heard Poincaré appeal for unity among all parties in the one cause of saving France. Carried back seven years, he emitted under the same pressure the same cry: "Vive Clemenceau!" The *Gazette Officielle*, mindful of the present state of things, omitted the exclamation from its account of the proceedings. Colonel Jossot protests against the omission; his protest will also be omitted. So wags the world away. The party is always greater than the whole; and thinking so is called loyalty.

THE FRENCH TREATY WITH SIAM.

FRENCH VIEWS ON THE TREATY.

Le *Matin* has this to say about the new French treaty with Siam:—

It is justified by the fidelity of the Court of Bangkok, and it will contribute to the prosperity and the security of Indo-China.

Scarcely four months have elapsed since the French Parliament ratified the Treaty of friendship, commerce and navigation which M. Fernand Pils, our Minister in Bangkok, negotiated with Siam, and which M. Herriot and Prince Chareon signed in Paris on the 14th February last.

According to the information which is reaching us from Indo-China, this new Treaty, which is to replace the out-of-date arrangement of 1856, has been welcomed by our nationals. One of our compatriots writes to us from the Siamese frontier:—"Clearly it is only in full security that we can do useful work; that is to say labour for the prosperity of our great colony. Assuredly Siam was already a friendly country; the Court of Bangkok did not hesitate in the war to make our cause its own. None the less the negotiators have acted wisely in officially sanctioning the reciprocal guarantees of a common frontier of 2,400 kilometres. Thus with our Siamese friends and the British, our other neighbours, we shall be able, should such be the case, to face the only danger which threatens us at present—the danger of aggression on the part of the Chinese Communists. Bands from Canton recently penetrated into Yunnan, and we had then to face the necessity of barring their way into Indo-China by force."

There is wisdom in the reasoning of our correspondent. We do think it is of great importance to all French citizens established near the Siam frontier, that by virtue of the frontier which is important part of the frontier which has been demilitarised. Further it is known that the two Governments have bound themselves to have recourse to the arbitration of the Hague Court whenever a dispute cannot be settled by the methods of diplomacy.

In concluding this Security Pact with the Court of Bangkok, it is well known that we have freed modern Siam from its former international servitudes—a proof of our confidence which is justified by the wisdom of the Siamese administration.

More than that, France has only followed the example of the United States and of Japan. Siam accordingly gains her autonomy not only in matters of jurisdiction, but also in the matter of her Customs tariff. Our policy in this matter is justified by the services which this country has rendered to us and by those which it is still called on to render.

Monsieur Fernand Pils has been entirely successful in the mission with which he was entrusted during his stay in Siam. He will now return to Bangkok for the exchange of the ratifications of the treaty, and for the conclusion of the special Convention with Indo-China. Thereafter he will be called to fill an important position at the Quai d'Orsay.

MAILS TEMPERED WITH.

Although no definite details are available, the authorities, says the *Singapore Free Press*, have discovered that a mail bag which was deposited at Penang from on board the British steamer *Tesla* had been tampered with. It is believed that the tampering must have been done before the bag was landed at Penang, where it was put in a sealed wagon, and sent down to Singapore. The tampering was done in a clever manner, the seals being left intact.

Enquiries are being made into the affair. At present it is believed that registered articles for the Hongkong and Shanghai Bank have been interfered with.

SHIP WHICH CARRIED PASSENGERS BUT NO DOCTOR.

FRENCH CAPTAIN FINED.

Captain J. Fournier, pleaded guilty at Singapore last week to charges of failing to produce a clearance and passenger list, as required under the Merchant Shipping Ordinance, and that, being the master of the steamer *Liberti Sarraut*, he failed to carry a qualified medical practitioner, and a certificate from the port of departure, as required by the Labour Ordinance.

Mr. R. Williamson, who appeared on behalf of the Crown, said that 132 passengers arrived on the steamer from Canton. There was no doctor on board and the necessary papers were not produced. The importance of the matter, said Mr. Williamson, was that the passengers on the steamer were carried without any proper sanitary conditions and without a doctor.

Mr. Everett, for the defence, said that this was the first time the Captain had called at a British Eastern port. The vessel was the property of the French Government, but was chartered by a company in Saigon. The Captain had been made to understand that the only clearance he required was a "chit" from the Customs, which was under British administration.

The passengers were all deck passengers. The Labour Ordinance was the most important matter. With regard to this, the Captain had obtained a certificate of health from the French Consul in Canton. Doubts arose and the agent in Canton wired the Singapore agents, with the result that enquiries were made and the agents informed that it was necessary that the certificate be endorsed by the British Consul. Unfortunately, the ship had sailed. The Master Attendant knew that the certificate was not endorsed by the British Consul. There was no concealment of the fact. The Captain had also asked for a doctor to be signed on, but was told that it was unnecessary. The ship had a certificate for carrying 400 deck passengers. If offences had been committed they had been committed in ignorance.

Mr. Williamson said that the offence with regard to having no doctor was a serious matter. His Worship imposed fines of \$10 on the first charge and \$250 on the second.

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1926.

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SIXTY-FOURTH ANNUAL

ISSUE

PRICE 812

Abridged Edition 88

THE DIRECTORY covers the notable events, ports and cities of the Far East, from Netherlands India to Siberia, in which European trade is concerned.

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It is published at the Office of the "HONGKONG DAILY PRESS."

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Tientsin	Chinkiang	Kowloon
Fooshan	Nanking	Lappa
Chowangtiao	Wuhu	Shanghai
Taka	Chinkiang	Kwangmoon
Anzung	Hangchow	Wanchow
Manchurian	Yochow	Wanchow
Trade Cities	Shanghai	K'Chow
Newchwang	Ichang	Fakhoi
Dairen	Chungking	Hohow
Port Arthur	Hangchow	Lungchow
Chedao	Ningpo	Mengts
Wahaiwei	Wanchow	Hokow
Tientsin	Shanghai	Szechuan
Mukden	Poochow	Tungchow
Shanghai	Amoy	Changchun
Harbin	Kirin	Hunchun
Swatow	Lungkow	
Lungchingghun		

JAPAN & FORMOSA.		
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Yokohama	Nagasaki	Taipei
Kobe	Hakodate	Taiwan
Shimonoseki	Kyoto	Takow
Osaka	Tamori	Anping

EASTERN SIBERIA.		
Vladivostok	Nicolajewsk	

CHOSUN (Korea).		
Seoul	Wonsan	Makpo
Chemulpo	Fusan	Chinnampo
Kunsan	Pingyang	Songhwin

HONGKONG AND ITS DEPENDENCIES, MACAO, FRENCH INDO-CHINA.		
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SHIPPING NEWS

HONGKONG SHIPPING.

Yesterday's shipping statement showed that the total number of vessels in the harbour at 9 a.m. was 71, of which 31 were British.

For the twenty-four hours ended at 9 a.m. there were eight arrivals, one British, one Dutch, one Norwegian and five Japanese. The departures for the same period numbered nine, including the s.s. *Kaijo Maru* for Swatow.

The arrivals for the period referred to were as under:—The s.s. *Yeu Mathilde* (British) from Haiphong and Hoihow with 1,370 tons of general cargo; the s.s. *Tikaway* (Dutch) from Batavia with 7,880 tons of sugar and general cargo and mail; the s.s. *Batavia* (Norwegian) from Shanghai; the s.s. *Kotia Maru* (Japanese) from Takao and Swatow with 635 tons of general cargo and mail; the s.s. *Sekio Maru* (Japanese) from Keelung with 300 tons of cement, 314 tons of general cargo and 500 tons of coal (total 1,114 tons); the s.s. *Lima Maru* (Japanese) from Hamburg and Singapore with 70 tons brewed and general cargo; the s.s. *Toyoko Maru* (Japanese) from Nagoya and Keelung with 1,035 tons of cement, cattle, fish and general cargo and mail; the s.s. *Kanagawa Maru* (Japanese) from Buenos Aires and Singapore with 2 tons of general cargo.

CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday.)

For Hongkong	12,112 tons
For ports beyond	19,941 "
Total	32,053 "

(Previous 24 hours.)

For Hongkong	13,809 tons
For ports beyond	9,421 "
Total	23,230 "

Of the cargo entered for Hongkong, the best entry was 7,880 tons by the Dutch vessel; while second best on the list was by the British vessel. Deck passengers entered totalled 350.

A later arrival yesterday included the s.s. *Kiowang Sang* (British) with general cargo and mail.

SHIPPING NOTES.

A report in the Harbour Office yesterday from the master of the s.s. *Chunma* stated that this vessel passed a derelict junk in Latitude 25° 11' N., Longitude 119° 54' E. The junk has her masts and a portion of the poop visible.

The death of a Chinese steamer passenger, aged 35 years, on the s.s. *President Wilson* from Shanghai, was also reported. Death, it was stated, was due to tuberculosis.

Vessels in the Yellow Sea about December 23rd, experienced very bad weather, several vessels, including the s.s. *Chunma* from Tsingtau, the s.s. *Kiowang Maru* from Moji and the s.s. *President Wilson*, reporting a severe gale from the North-West.

THE "HONAM."

The s.s. *Honam* is now in the hands of Chinese shipbreakers at Kowloon Bay. She was handed over on Sunday to her purchaser, following a period of between forty and fifty years' service on the Hongkong-Canton run for the Hongkong, Canton and Macao Steamship Company.

The *Honam* was built by Messrs. A. and J. Inglis, of Glasgow, in 1893, and has been in regular commission for her owners since that time. Her gross tonnage was 2,462 tons, with net tonnage of 1,360 tons, and registered tonnage of 930 tons. The *Honam* was 270 feet long, 38 feet beam and was 13.1 feet in depth. Her engines were compound, with cylinders 40 inches and 72 inches by 10 feet stroke, the nominal horse power being 473.

The only other two paddle-boats in the Far East of the *Honam* type, and constructed by the same builders, were the s.s. *Hankow*, owned and operated by the Steamboat Company until burned to the water's edge at the wharf at Hongkong some years ago, and the s.s. *Kiowang Maru*, run at Shanghai by the China Steam Navigation Company. The *Honam* has made 13,840 trips on the Hongkong-Canton run and her mileage record is well over 1,254,000 miles.

VESSELS EXPECTED.

Agra (Swedish East Asiatic), due Jan. 1st, 1926.

SUNRISE AND SUNSET IN HONGKONG.

FOR DECEMBER, 1925.

(Standard of the 120th Meridian, East of Greenwich.)

Date	Sunrise	Sunset
December 28th	7.02 a.m.	5.48 p.m.
" 29th	7.02 "	5.49 "
" 31st	7.03 "	5.49 "

INTIMATIONS

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA"

ARRIVED HONGKONG ON 28th DEC., 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Company's Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m., on Mondays and Thursdays, within the Free Storage Period.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Jan., 1926, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO., Agents.

Hongkong, 28th December, 1925. [3006]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KHYBER"

ARRIVED HONGKONG ON 27th DEC., 1925.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

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No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO., Agents.

Hongkong, 27th December, 1925. [3008]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 28th.				
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.	Day at 2 p.m.
Barometer	29.98	30.02	30.00	
Temperature	71	64	74	
Humidity	75	85	73	
Wind Direction	W	W	WNW	
Force	9	6	2	
Weather	0	0	0	
Rain	0.00	0.00	0.00	
Highest open-air Temperature on 27th	74			
Lowest open-air Temperature on 28th	64			

HONGKONG TIDE TABLE.

From Dec. 29th, 1925, to Jan. 4th, 1926.									
HIGH WATER.					LOW WATER.				
Days of Month	Days of Month	Height	Time	Height	Days of Month	Days of Month	Height	Time	Height
Tues. 29	h. m.	ft. in.	h. m.	ft. in.	Tues. 29	h. m.	ft. in.	h. m.	ft. in.
	9 58	4 4	3 25	1 3		9 58	4 4	3 25	1 3
Wed. 30	10 41	4 4	2 9	1 3	Wed. 30	10 41	4 4	2 9	1 3
	9 11	7 5	2 41	3 3		9 11	7 5	2 41	3 3
Thurs. 31	11 25	4 3	4 40	1 0	Thurs. 31	11 25	4 3	4 40	1 0
	9 42	7 5	3 13	3 4		9 42	7 5	3 13	3 4
Fri. 1	10 12	4 2	5 17	0 9	Fri. 1	10 12	4 2	5 17	0 9
	10 13	7 5	3 43	2 6		10 13	7 5	3 43	2 6
Satur. 2	1 14	4 1	5 55	1 0	Satur. 2	1 14	4 1	5 55	1 0
	10 43	7 9	4 11	3 7		10 43	7 9	4 11	3 7
Sun. 3	11 14	6 9	4 38	3 9	Sun. 3	11 14	6 9	4 38	3 9
	2 37	4 1	7 17	1 5		2 37	4 1	7 17	1 5
Mon. 4	11 48	6 6	5 7	4 0	Mon. 4	11 48	6 6	5 7	4 0

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EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 18	Feb. 21	Feb. 24	Feb. 27	Mar. 5
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 3
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 3
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 19	June 28
EMPRESS OF ASIA	June 25	June 28	July 1	July 3	July 12

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Jan. 1	Jan. 3	Jan. 4	Jan. 6

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HAIPHONG via HOIHOW	" FAUS NG "	Thursday,	31st Dec., at Noon.
TIENTSIN via CHEFOO	" CHUPHING "	Thursday,	31st Dec., at Noon.
KOBE via AMOY, SHANGHAI & MOJI	" FOOKSANG "	Saturday,	2nd Jan., at 7 a.m.
STRAITS & CALCUTTA	" LAISANG "	Monday,	4th Jan., at 3 p.m.
HAIPHONG via HOIHOW	" MINGSANG "	Wednesday,	6th Jan., at Noon.
STRAITS & CALCUTTA	" SUISSANG "	Saturday,	9th Jan., at 3 p.m.
STRAITS & CALCUTTA	" KUMSANG "	Wednesday,	13th Jan., at 3 p.m.
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and
NEW YORK

S.S. "SLAVIC PRINCE" ... 30th Jan., 1926.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
 (Incorporated in Great Britain)
 King's Building.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the system every lurking trace of poisonous matter, curing blood and skin diseases, vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
 For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by LEADING CASH CHEMISTS.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,083	9th Jan. Noon	Marseilles and London.
"KHEBER"	9,114	23rd Jan.	Mars. Casablanca, London & Antwerp.
"LAHORE"	9,242	4th Feb.	Singapore, Penang & Bombay
"ALFORD"	9,273	1st Feb.	Singapore & Bombay
"DELTA"	8,907	4th Feb.	Spore, Penang, Colombo, and B'bay.
"MALWA"	10,941	6th Feb.	Marseilles and London.
"KARMALA"	9,089	20th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	6th Mar.	Marseilles and London.
"KASHMIR"	9,885	13th Mar.	Mars. L'bon, A'werp. and Hamburg.
"KHIVA"	9,135	20th Mar.	Marseilles, London, and Antwerp.
"MOREA"	10,918	3rd Apr.	Marseilles and London.
"DEVANHA"	8,155	17th Apr.	Marseilles, London and Antwerp.
"KALYAN"	9,144	21st Apr.	Marseilles, London and Antwerp.
"MACEDONIA"	11,083	1st May	Marseilles and London.
"KASHGAR"	9,005	18th May	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-AFOAR SAILINGS

"TALMA"	10,000	6th Jan.	Singapore, Penang and Calcutta.
"TAKADA"	6,949	29th Jan.	do.
"SANTHA"	8,500	2nd Feb.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Jan.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"ST. ALBANS"	4,500	3rd Feb.	do.
"TANDA"	6,988	3rd Mar.	do.
"ARAFURA"	6,000	7th Apr.	do.
"ST. ALBANS"	4,500	5th May	do.
"TANDA"	6,988	2nd June	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hioio, Cebu, Kolamangnan, Tawao, Timor, Davao, or other ports en route as indicated.

Frequent connections from Australia with the following:
 The United S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"HYMETTUS"	4,803	7th Jan.	Yokohama, Kobe and Shanghai.
"MALWA"	10,941	9th Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,907	9th Jan.	Shanghai and Kobe.
"ST. ALBANS"	4,500	13th Jan.	Moji, Kobe and Yokohama.
"KARMALA"	9,089	23rd Jan.	Shanghai and Kobe.
"MANTUA"	10,902	6th Feb.	Shanghai, Moji and Kobe.
"KASHMIR"	9,885	6th Feb.	Shanghai and Kobe.
"TANDA"	6,988	6th Feb.	Moji, Kobe and Yokohama.
"KHIVA"	9,135	20th Feb.	Shanghai, Moji and Kobe.
"MOREA"	10,918	6th Mar.	do.
"ARAFURA"	6,000	13th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	9,144	13th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	20th Mar.	do.
"MACEDONIA"	11,083	2nd Apr.	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	10th Apr.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	15th Apr.	do.
"KHEBER"	9,114	30th Apr.	Moji, Kobe and Yokohama.
"TANDA"	6,988	8th May	Shanghai.
"MANTUA"	10,941	14th May	Shanghai, Moji and Kobe.
"KARMALA"	9,089	28th May	do.
"ARAFURA"	6,000	12th June	Moji, Kobe and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 *Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Steamers on London and Australian Lines are fitted with Laundries.
 Parcels measuring not more than 24 in. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
 P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers saving good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

AMOY & FOCHOW

AND RETURN
 (Occupying 8 or 10 Days)
 *HAICHING ... Capt. A. H. Stewart ... Tuesday, 29th Dec., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
 Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAI-HONG" and "HAICHING" at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.
 For Freight and Passage apply to—
DOUGLAS LAPIRAK & CO.,
 General Managers.

CHINA NAVIGATION CO. LIMITED.

AMOY & SHANGHAI	"SZECHUEN"	On 29th Dec.	D.L.
AMOY & SINGAPORE	"ANKING"	On 29th Dec.	5 p.m.
SWATOW & SHANGHAI	"RANGHOW"	On 30th Dec.	11 a.m.
HONGKONG	"NINGPO"	On 30th Dec.	Noon
HONGKONG	"CHENAN"	On 31st Dec.	Noon
HONGKONG & SINGAPORE	"CHINHUA"	On 2nd Jan.	5 p.m.
RANGKOK	"KUNGHOW"	On 2nd Jan.	D.L.
AMOY & SHANGHAI	"SZECHUEN"	On 5th Jan.	5 p.m.
AMOY & SINGAPORE	"ANKING"	On 7th Jan.	10 a.m.
HAIPHONG & HAIPHONG	"KAYING"	On 9th Jan.	Noon
HAIPHONG & HAIPHONG	"ANHUI"	On 12th Jan.	5 p.m.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**
 Telephone Central 36. Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd. "TAIPING"

This Vessel will sail hence on Friday, 22nd January, 1926.

MANILA, PORT RANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS
 THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TARKMANIAN PORTS.
 THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
 (Sailings subject to Alteration.)

For Freight and Passage, apply to— **BUTTERFIELD & SWIRE.**
 Telephone: Central 36. Agents.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR MANILA, BOSTON, NEW YORK.
 S.S. "CORBY CASTLE" ... Sails 30th Jan.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUM).
 TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
 REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI
 M.V. "ESQUILINO" ... Sails 9th Jan.
 S.S. "VENEZIA" ... Sails 9th Feb.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

M.V. "VIMINALE" ... Sails 31st Dec.
 M.V. "ESQUILINO" ... Sails 31st Jan.
 S.S. "VENEZIA" ... Sails 15th Mar.

NATAL LINE OF STEAMERS

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
 S.S. "UMSINGA" ... Sails from Calcutta 20th Dec. Colombo 10th Jan.
 S.S. "UMVOLOSI" ... Sails from Calcutta 31st Jan. Colombo 10th Feb.
 Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—
DODWELL & CO., LIMITED.
 Telephone: Central 1038. Agents.

M. MESSAGERIES MARITIMES M SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'g'g. and Sailing for S'hai and Japan	Probable Sailings from Hongkong for Marseilles
AMBOISE	... 1925	... 1925	5th Jan., 1926.
AMAZONE	... 1925	... 1925	19th Jan. "
FONTAINE BLEAU	... 1925	... 1925	3rd Feb. "
DARTAGNAN	... 1925	... 1925	16th Feb. "
ANKOR	... 1925	... 1925	2nd Mar. "
PORTHOS	... 1925	... 1925	16th Mar. "
ANDRE LEBON	... 1925	... 1925	30th Mar. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A CLASS 1st Class ... 2 88. 0d. Od.
 B CLASS 1st Class ... 2 23. 0d. Od.
 C CLASS 2nd ... 2 68. 0d. Od.
 D CLASS 2nd ... 2 60. 0d. Od.
 Through Tickets to London and leading Towns of Europe.
 As accommodation reserved in the Trains at Marseilles.
LIGNE COMMERCIALES (Cargo Boats)
 loading for HAVRE, ANTWERP & DUNKIRK about
 S.S. "CAPITAINE PATHE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st December.
 Sailings subject to alteration without notice.

For full Particulars, apply to— **MESSAGERIES MARITIMES CO.,**
 Telephone: Central 740. 3, QUEEN'S BUILDING.
 CONSIGNATION—TRANSIT—REPRESENTATION.

